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FRANK BUTLER'S

BOOK OF THE BOARDWALK

APPROVED by the
ATLANTIC CITY BOARD OF EDUCATION
for USE as a TEXT BOOK in the PUBLIC SCHOOLS

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FIRST EDITION, 1952

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Written, Printed and Bound in Atlantic City.
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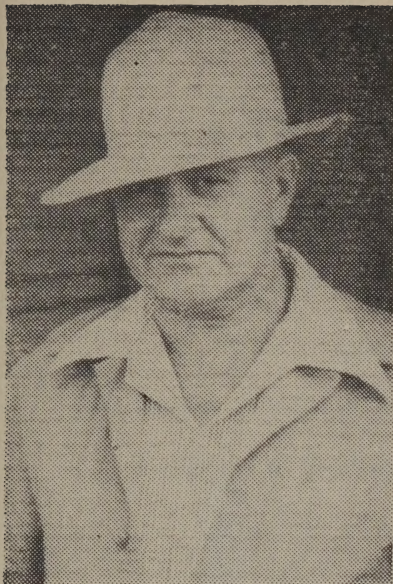


Neither favor nor discrimination has been written into this book to any race, creed, color, political party or economic condition. Its only object is to give the facts that are most important and most worth recording.

All the research for Butler's Book of the Boardwalk was made by the author personally, without clerical assistance.

Frank M. Butler

DEPARTMENT OF THE ARMY
OFFICE OF THE ADJUTANT GENERAL
WASHINGTON, D. C.



FRANK M. BUTLER

*President
New York-New Jersey
Tercentennial Association,*

(Photo by Parker Cook)

This is the story of the Boardwalk — not merely the Atlantic City Boardwalk, but the beginnings of the seashore Boardwalk in America. Wherever there is a Boardwalk at a seashore resort, it goes back in its inception to the First Boardwalk built in Atlantic City, New Jersey, in 1870.

This Book of the Boardwalk gives you the origin of the Boardwalk idea, and how the Boardwalk grew from a footpath designed merely to keep sand out of the shoes of strollers, to a national institution, copied from Coast to Coast.

It also is the Story of Atlantic City, the first city in America planned and incorporated solely as a health and pleasure resort, 98 years ago.

This Book of the Boardwalk gives every important fact and date — more than 1450 — about the Boardwalk, Beach, Ocean Piers, Amusements, Auditorium, Hotel Life, "Miss America" Pageant, Transportation, Buildings, Parks, Memorials, Fires, Weather, Disasters and many other subjects, over a period of more than a century.

Every effort has been made to have this book not only completely factual, but exact. Independently published, it is in no way propoganda or publicity, and has no official connection with the city or its business interests. Not a penny has been received for any word in the entire book.

The Book of
The Boardwalk^e

and The Atlantic City Story, N.J.

By FRANK M. BUTLER

Author of

"A History of Atlantic City and County" - 1938.

"A History of Southern New Jersey" - 1949.

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1953

Published 1953 by

THE 1954 ASSOCIATION, INC.

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You Can Depend on This Book

The Facts, Figures and Dates in Butler's Book of the Boardwalk are NOT a re-hash of former histories or other books about the Boardwalk or Atlantic City. They have been, for the most part, taken from public records, original documents, newspaper and magazine files and the memories of persons who lived in the times of their occurrence, through careful research and checking over a period of more than 25 years.

You will find in this book what happened, to whom, when, where, how and why as nearly accurate, exact and complete as the author could ascertain it; and as could be contained in a volume that endeavors to tell it in as few words as possible to make it easy to read and to give the desired information in seconds of reading.

For Research

Butler's Book of the Boardwalk has been compiled, written and laid out with the idea of making it a valuable source of information for those who wish to write newspaper and magazine stories.

It was written by a newspaper reporter of 35 years' experience; and the information contained herein is much of that used in writing more than 2000 columns of feature stories, historical articles and stories for special newspaper editions, and in more than 3000 daily newspaper columns of short items.

Chronological lists preface many chapters so that a "box" easily can be compiled for newspaper stories of events of similar character. For every exact date, the day of the week also is given, a feature not found in any other such work.

If you find any variance here with other stories on the same subject, you can depend that what you find here has been compiled as accurately as could be from authentic sources. Many inaccuracies appearing in former books and stories have been corrected here. Nobody, of course, can guarantee absolute accuracy in accounts of things that happened long ago. Public records often are sketchy, faulty and incomplete. People's memories dim over a long period of years. Written records that must be depended upon for want of a better source may have been colored when first set down. Some of these faults have been corrected by comparison; others have to be accepted as the best that can be found.

Paragraph Numbers have been given to make it easy to find everything without having to read the entire page to pick out what you want. Also to make this book available for study as a school textbook.

Chapter Numbers, likewise, are for convenience, and to make it easy to find everything that comes under one subject in one place.

Miscellaneous items are numbered under the 3900's and scattered throughout the book to conserve space.

The Index to this book is called Alphabetical Digest because it is more than an index. Every item and every paragraph that has a date is given its date in this type of index, originated in this book. If a date is all you seek, there is no need of going back into the text as the Alphabetical Digest furnishes it.

Many things in this book may be different from the way you heard them before. This is because the data was taken from original sources and many of the time-honored stories have been found untrue, erroneous or insufficient.

This book has been streamlined and condensed for your benefit. In its pages are type running from 25 to 50 per cent more in quantity than the average book, giving you actually the material usually contained in a book up to half again as large.

Every item has been written in as few words as possible, saving space and your time. If this were all written out with the usual page-filling effort that makes you think you are getting a lot for your money because of the number of pages, it could easily fill 500 pages or more.

No history of Atlantic City heretofore published, some with nearly 500 pages, has one-quarter the facts and dates contained herein. This book makes you so well-informed on the Boardwalk and Atlantic City that you can answer practically any question a stranger could reasonably expect to be answered.

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Miscellany (3900 numbers) is scattered throughout the book to conserve space.

INDEX. The Index of this book is called Alphabetical Digest because it contains information beyond page and chapter numbers.

Dates are given on all dated items, with day of the week on all exact dates—original in this book.

CHANGES and ADDITIONS to JAN. 1, 1953.

Zenue U. Mathis sworn in as Fire Chief 12/1/52.

Carl J. Weakley sworn in as battalion chief
8/15/52.

William S. Cuthbert made Safety Dept. secretary
7/17/52.

Jessie L. Rowley appointed City Librarian 12/12/52.

Harvey B. Vennell appointed City Hall Custodian
11/1/52.

Albert S. Smith made Director of Freeholders
12/10/52.

Joseph Barnetto and William Bierley slated to
become Deputy Fire Chiefs in 1953.

Parking Meter collections to Jan. 1, 1953 -
\$720,595.92.

Luxury Tax collections to Jan. 1, 1953 -
\$10,764,940.40.

Beach Patrol Rescues to Jan. 1, 1953 - 51,498.

Beach Patrol Medical Cases to Jan. 1, 1953 -
440,783.

Yacht "Optimist" aground on Brigantine 12/6/52,
four lost.

ADD to Firemen killed on duty:

Charles H. Campbell struck by ladder 9/16/16.

Capt. Thomas J. McAdams collapsed in burning
house 9/29/30.

Drillmaster Morris Abel fell at Drill School 7/4/34.

Capt. Anthony DaGrossa run over by fire truck
8/15/45.

Benjamin Stevens apparatus collision 11/30/46.

Boardwalk

1. Chronology of the Boardwalk.

Meeting held to draw up Petition asking for a footwalk on the beach, about April 1, 1870.

Petition presented to City Council, Mon., April 25, 1870.

Resolution by Council to build a Boardwalk, Mon., May 9, 1870.

First Boardwalk opened, Sun., June 26, 1870.

First Easter Parade on the Boardwalk, Sun., April 16, 1876.

Brighton Park given to City, Mon., September 29, 1879.

Second Boardwalk opened, about June 1, 1880.

Margate Elephant built, 1882.

Electric Lighting turned on Boardwalk, Fri., June 1, 1883.

Beachfront badly wrecked by storm, Wed., January 9, 1884.

Third Boardwalk opened, about June 1, 1884.

Boardwalk wrecked by hurricane, Mon., September 9, 1889.

Boardwalk Right of Way created, Wed., November 27, 1889.

Fourth Boardwalk dedicated, Sat., May 10, 1890.

Beach Park Act passed by Legislature, Thurs., April 26, 1894.

Easement Deeds to beach property signed, Thurs., April 30, 1896.

Fifth Boardwalk dedicated, Wed., July 8, 1896.

Boardwalk legally made street name, Mon., August 17, 1896.

Boardwalk moved further out east of Connecticut Ave., 1907.

Rolling Chair runways laid out, 1914.

Herringbone pattern of decking first used, 1917.

Fountain of Light given to City, Mon., October 21, 1929.

Boardwalk widths and lengths:

First, 1870, 10 feet, Massachusetts to Georgia.

Second, 1880, 14 feet, Rhode Island to Georgia.

Third, 1885, 20 feet, Rhode Island to Iowa.

Fourth, 1890, 24 feet, Caspian to Albany.

Fifth, 1896, 40 feet, Rhode Island to Albany. Caspian to Rhode Island and Albany to Jackson, 1898, 20 feet.

Widened to 60 feet, Rhode Island to Bellevue, 1902.

2. Boardwalk Stands Where Ocean Rolled. One of the most remarkable facts about the Atlantic City Boardwalk—the first of all ocean Boardwalks—is that the site of its present

busiest section, between the great Auditorium and the Breakers Hotel, was rolling ocean, and far at sea, when the resort was founded.

When the first definite move was made to establish a resort on Absecon Island, on which the city stands, Monday, March 22, 1852, the high water mark averaged only 500 feet or less below Pacific Ave., in those 18 blocks, where it is now in some places 1500 feet.

3. Origin of the Name. As the only practical material for a footwalk on the soft sand of the beach was boards or planks, it was first known simply as the "board-walk" or "plank-walk," for want of a better designation. The name stuck, but it was 25 years before Boardwalk was legally adopted as a street name after others, including Esplanade, had been duly considered.

4. Origin of the Ocean Boardwalk. The ocean Boardwalk, the main feature of seashore resorts the country over, originated not as a promenade, nor as an amusement or business thoroughfare; but only as a means of keeping sand out of the shoes of those who went for a stroll on the bathing beach. It was not conceived by officials or businessmen, but by a railroad conductor who grew weary of having his seat cushions sprinkled with sand when his passengers removed their shoes on the homeward journey.

5. Boardwalk not a Business Idea. There was no thought of using the footwalk along the beach as a business thoroughfare. One of the first rules made before it was laid prohibited erection of buildings within 30 feet of it. There were no beachfront hotels in the present sense, the nearest being 600 feet from the surf; nor had anybody thought of locating any sort of amusement or business on the beach. The "board-walk" was just a footpath, like a sidewalk on a residential street.

6. "Sand in Your Shoes." Because, in the early days, it was impossible to enjoy the limited pleasures of a seashore resort without walking through deep sand, the expression "Sand in Your Shoes" came to mean that once you had experienced it, you would come back. And they did; but not in sufficient numbers until provisions were made for better walking. "Sand in Your Shoes," however, brought the Boardwalk.

7. Mountains of Sand. Not only was the beach sand deep and difficult to traverse, but it stood in great hills in places between the surf and the built-up part of the city. Some of these hills, or "dunes," were 50 feet high, built by the action of wind and wave and held together by wiry grasses and bushes. The first move to make an attractive and useful beach was to level these dunes and clear away the thick growth of trees, bushes, long grasses and scrub pines and cedars.

8. The "Father of the Ocean Boardwalk." Alexander Boardman, a conductor on the Camden and Atlantic Railroad, was the "Father of the Ocean Boardwalk." In his desire to do away with the sand carried in passengers' shoes to his train, Boardman suggested to Henry L. Bonsall, editor of the Camden Republic, that there should be a footwalk on the beach. Bonsall agreed, and wrote an editorial on the subject. The idea spread, and Jacob Keim, a Pennsylvania "Dutchman," who owned the Chester County House, on S. New York Ave., Atlantic City, conferred with Boardman, the two deciding to call a meeting to discuss it.

9. The Boardwalk Petition. Keim readily offered to have a meeting in his hotel. He favored the idea because his carpets were being scuffed and ruined by sand spilling from the shoes of guests who went to the beach. About Friday, April 1, 1870, the exact date not being of record, eight persons gathered to petition City Council for a footwalk along the beach. The petition was drawn up and circulated in Philadelphia and Camden as well as Atlantic City.

10. Petition Presented to City Council. The Minutes of City Council under date of Monday, April 25, 1870, read thus:

"A petition from property owners of Atlantic City was presented to Council, asking Council to have a board or plank walk erected along the beachfront from Massachusetts Ave., to the Excursion House, to be paid for by assessment of taxable property. It was ordered that the petition be referred to the Committee on Property Protection and Improvement with instructions to report to the next meeting of Council the probable cost and best manner to build, and the best location to build same."

11. Original Boardwalk Resolution. On Monday, May 9, 1870, City Council adopted the following resolution:

"That the city build a board walk along the beach from Congress Hall (Massachusetts and Pacific) to the Excursion House (between Missouri and Mississippi). That said walk be 10 feet wide; that the boards be laid lengthwise; that the Committee be instructed to proceed with the erection of the walk immediately; that the Ordinance Committee be instructed to draft an ordinance prohibiting erection of any bathhouse or shanty or building of any kind within 30 feet of the walk; and none on the ocean side except by permission of Council."

12. A Venture in City Finance. The city tax duplicate for the previous year, 1869, showed exactly \$9172.15 as the city's income. As the estimated cost of the new walk was \$5000, it meant that more than one-half the annual income of the city would be needed to finance this wholly untried and unheard-of proposition. The possible gain then seemed only in an increase of visitors; not a development of the beach-front for more taxables.

13. The Mayor Offers a Loan. Mayor John J. Gardner, following unanimous approval of the project by Council, knowing how little the city had in its treasury, drew out his wallet and handed City Treasurer Chalkley S. Leeds, who had been the city's first Mayor, \$1080 in cash as a loan to get the work started.

14. The Founders of the Boardwalk. A memorial plaque honoring the Founders of the Boardwalk was placed on the rail between Indiana Ave. and Park Place, by Atlantic City Post, No. 2, American Legion, on the occasion of the Diamond Jubilee of the Boardwalk, held June 25-30, 1945. The names cast on this bronze plaque include those present at the meeting to draw up the petition, and the city officials who agreed to build it.

They are: Alexander Boardman, Jacob Keim, Henry L. Bonsall, G. W. N. Custer, David C. Spooner, John M. Ford, Louis Grossholtz, John Donovan, George W. Gilbert and Philip Hoeness, petitioners; Mayor John J. Gardner, Alderman Amos Bullock, and Councilmen Joshua Note, Joseph H. Borton, Lemuel C. Eldridge, John Gouldey, Joseph A. Barstow and Irving Lee.

15. Construction of the First Boardwalk. Wide boards, one and one-half inches thick, nailed to joists set crosswise, two feet apart, were built in sections, said to have been 12 feet long, so that these sections could be taken up and moved back from the reach of storm tides. They were laid on rows of posts, set alternately two and three across the width, and two feet apart in the length; projecting about 18 inches above the sand.

These sections were taken up in the Fall and stored until early Summer. This method of protecting the Boardwalk during Winter continued for 14 years.

16. Dedication of the First Boardwalk. On Sunday, June 26, 1870, the First Boardwalk was dedicated in a celebration that included a parade that marched down Atlantic Ave. and up the Boardwalk; with homes, hotels and business places gaily decorated, and most of the population turning out to participate.

17. An Immediate Success. The Boardwalk exceeded the hopes of its sponsors. It became immediately popular, and the metropolitan newspapers hailed it as a great attraction. Patronage of visitors increased rapidly, and more families came to Atlantic City to live the year around. Within five years, more new residents moved into town than the total population had reached in the previous 16 years of the resort's existence. By the time a decade had elapsed, the resort had ten times the number of permanent inhabitants it possessed just before the Civil War.

18. Other Resorts Copy the Boardwalk. Other seashore resorts soon began to copy the Boardwalk idea, and in time it spread from coast to coast. None, however, has ever reached the length of this one, serving four resorts in an unbroken line, Atlantic City, Ventnor, Margate and Longport. None, likewise, has ever attained the world-wide popularity that has come to the Atlantic City Boardwalk, the first in the world.

19. The Boardwalk Made Atlantic City. There is no question but that the Boardwalk made Atlantic City the great resort it became. Without such a promenade on the strand, fishing, bathing and picnicking on the beach would have been its chief attractions. Without its commercial possibilities, visitors would have little reason for spending, and very few places

of entertainment. Before the Boardwalk, Atlantic City was a village with bathing and fishing facilities. Today, it is a Boardwalk and beach with a city lying back of them. To the majority of visitors, the Boardwalk IS Atlantic City.

20. Overflowed with Strollers. The First Boardwalk, only 10 feet wide, was overflowed with visitors long before it had worn out, in 1879. In those years, scarcely any business had sprung up along its length, except between Missouri and Georgia Aves., where the Excursion Houses furnished food and drink, and various amusements had located to catch the incoming excursionists; but as a promenade, it was filled with strollers from end to end.

21. The Second Boardwalk. In the Spring of 1880, a new Boardwalk, 14 feet wide, supported by rows of five posts, every five feet, succeeded the First; standing at the same level. It was built in sections, apparently 10 feet long, and removed in Winter, just as its predecessor had been.

By this time, however, property owners and others who saw the business possibilities had persuaded City Council to relax its rule, and buildings were allowed within 10 feet of the 'Walk, except bathhouses, which had to be set 15 feet away. Owners of buildings had them set up on pilings higher than the Boardwalk to allow the tides to flow beneath them, and each structure was connected to the 'Walk by a ramp.

22. Becomes a Business Street. In less than three years, the Second Boardwalk, of 1880, became a business street. The city directory of 1883, the first to be issued, shows that nearly 100 places of business were permanently located along it; and it is known that many transients who conducted business only in stalls and stands, almost doubled the total. There were 52 bathhouses renting rooms and suits, four small hotels, four guest cottages, two piers, 15 restaurants, and many stores.

23. Electric Light Installed. On Saturday, July 22, 1882, electric light was turned on in Atlantic City for street use. This was the open arc type, incandescent lamps not appearing until 1886. Lines were run down to the Boardwalk the following Summer, and on Friday, June 1, 1883, arc lamps were in operation at each street end. Current was furnished only until Sept. 1. Many business places installed the arc

lamps, and by 1884, the 'Walk was brilliant at night for those times.

24. Storm Wrecks Beachfront. On Wednesday, Jan. 9, 1884, a terrific storm wrecked many of the beachfront buildings, and although the Boardwalk sections had been removed, it was realized that more permanent construction was needed. The day of a low Boardwalk and flimsy buildings was over.

25. Vehicles Crossed Early Boardwalks. Driving along the smooth, hard beach between high and low water marks had been so popular for years; and as there was no other road to the western end of the Island, provision was made for vehicles to cross the first two Boardwalks.

At Delaware, Virginia, North Carolina, Kentucky and Michigan Aves., one section of the 'Walk was laid flat on the sand, and the two adjacent sections set as ramps on either side. When the third Boardwalk was built on higher pilings, these street ends were made high enough for vehicles to pass beneath, resulting in "humps" that made travelling on the 'Walk, particularly with rolling chairs, rather difficult.

26. The Third Boardwalk, 1884. The Third Boardwalk, opened in the early Summer of 1884, was built about five feet above the sand, but still without railings. All buildings followed this height, and storm tides could rush beneath without damage. The width was increased to 20 feet and the decking laid crosswise. It extended from Rhode Island Ave., to Iowa Ave., a distance of about two miles.

27. Buildings Shut Off Sea View. The great increase in business encouraged property owners to take up every available foot of space; buildings were erected on both sides and in some cases the Boardwalk was roofed over, shutting off both ocean view and breezes. The city was powerless to prevent this condition.

28. Strollers Fell Off the 'Walk. The lack of railings on a Boardwalk five feet high led to many amusing situations. The Atlantic Review, the only daily newspaper in the resort, said, on Saturday, Aug. 15, 1885: "Nearly every day somebody falls off the Boardwalk. In nearly every instance, the parties have been flirting." Several persons sustained broken limbs in the six years this 'Walk stood. On Saturday, Aug. 21, 1886, a stereoptican show, between New York and Kentucky Aves.,

drew such a crowd that the decking gave way, and 25 persons were dropped to the sand, one suffering a broken arm.

29. A Hurricane Strikes the Boardwalk. On Monday, Sept. 9, 1889, a hurricane brought disaster to the Third Boardwalk. Much of the 'Walk was destroyed, and dozens of buildings were demolished. In some ways, it was worse than the Hurricane of 1944, and some sections of the city were under from two to six feet of water, the ocean and the bay meeting at Georgia Ave. This made it evident that the Boardwalk should be higher, wider and of more substantial construction.

30. City Moves to Acquire the Beachfront. City Council decided that with the building of a permanent Boardwalk, the nuisance of buildings outside the 'Walk must be abated. In order to do this, a right of way, 60 feet wide was created, so that no buildings outside the 'Walk could connect with it.

An Act of the State Legislature, dated Saturday, April 6, 1889, allowed the city to lay out a public street for an elevated Boardwalk. A city ordinance was adopted on Wednesday, Nov. 27, 1889, to create a right of way, but the city still had no power to condemn lands, and had to depend on obtaining the permission from each owner.

31. Right of Way Fights. Most beachfront property owners, realizing the value of a new Boardwalk, readily consented to this right of way; but others fought it. On Monday, Feb. 24, 1890, Council announced that there would not be any Boardwalk construction from Massachusetts to Caspian Aves., and from Florida to Morris Aves., until property owners agreed in writing not to build any structures outside the 'Walk.

All but two owners signed the right of way, but these, William W. Bowker, at Mississippi Ave., and Richard H. Lee, at Texas Ave., who had small piers outside the Boardwalk. These fights went through the courts and were not entirely settled until after 1900. Bowker and Lee shut off the Boardwalk at their lines and defied the city, and their places became known as Fort Bowker and Fort Lee.

32. The Fourth Boardwalk, 1890. On Saturday, May 10, 1890, the Fourth Boardwalk was opened by a great parade and a display of fireworks. It was 24 feet wide and stood about 10 feet above the sand, extending from Caspian Ave., at the Inlet, to Albany Ave., where the new Sea View Excursion

House had been erected the year before. It had substantial railings on both sides, and the ocean side was unobstructed, except at the two points mentioned.

33. Becomes the Heart of the Resort. The Boardwalk had by this time become the real heart of Atlantic City, and the resort grew rapidly, its population jumping from 13,055 in 1890, to 46,150 in 1910. The population in 1870 when the First Boardwalk was built, was 1043. By the time the Second Boardwalk opened, in 1880, it had grown to 5477. Shortly after the Third Boardwalk was opened, in 1884, the total expanded to 7942.

34. The Beach Park Act. To clear up the difficulty in regard to buildings outside the Boardwalk, application was made to the Legislature for power to condemn and purchase property needed for the Boardwalk and beach facilities. On Thursday, April 26, 1894, the Beach Park Act was passed by the State, giving the city the right of eminent domain so that it could own and control the entire beachfront.

As most of the property owners were in agreement with this idea, easement deeds were drawn up and signed; but the city ordinance providing the Beach Park under State law was not adopted until Friday, Oct. 13, 1899.

35. The Boardwalk Easement Deeds. In preparing to build the Fifth, or present, Boardwalk, the city arranged with owners for an easement over their property. A deed, signed by most of the beachfront owners, as of Thursday, April 30, 1896, gave the city a right of way 60 feet wide along the beach, with certain reservations by the owners for their protection.

The Easement Deed provided that every owner of land fronting the Boardwalk could erect an ocean pier out from the 'Walk, but that every such pier must be at least 1000 feet long; and that but one admission could be charged to any and all amusements; and that no merchandise, including food and drink, could be sold on these piers.

36. Boardwalk Can Be Moved Out. The Easement Deed made an agreement with property owners that if the beach widened to more than 300 feet beyond its then width, the Boardwalk would be moved out on application of owners of three continuous blocks, the owners to have title to the land between old and new lines.

37. The Fifth, or Present, Boardwalk, 1896. Boardwalk patronage increased so rapidly after 1890 that it was decided to again widen the 'Walk; and an entirely new Boardwalk was opened on Wednesday, July 8, 1896, from Rhode Island Ave., to Chelsea. It was erected on steel piling with steel girders, 40 feet wide, and provided with heavy steel railings.

The dedication on that day was the biggest event the resort had ever staged, and Mrs. Franklin P. Stoy, wife of the Mayor, finished the work by driving a golden spike. This spike was covered by a metal plate to prevent withdrawal; but later it was stolen, and its whereabouts never satisfactorily accounted for.

New work on the sections between the Inlet and Rhode Island Ave., and from the end of the steel 'Walk down to Jackson Ave., was completed in 1898; and widening of the section between Rhode Island and Bellevue Aves., began in 1902.

38. Re-location Due to Accretion. On two occasions, the Boardwalk has been moved further seaward because of beach accretion. The first was in 1890, when the line of the Fourth Boardwalk was set out in the section between North Carolina and New York Aves., about 100 feet.

The second followed an ordinance adopted by City Council on Monday, June 24, 1907, providing for widening the Boardwalk between Connecticut and Rhode Island Aves., to 40 feet. The new line above Connecticut Ave., set the Boardwalk 195 feet farther down Maine Ave.; 510 feet nearer the ocean at New Hampshire; 560 feet at Vermont; 425 feet at Rhode Island; and 262 feet at Massachusetts; the land between old and new lines reverting to owners.

39. Area of the Boardwalk. The Atlantic City Boardwalk is just 200 feet short of four and one-eighth miles in length, from Caspian Ave., at the Inlet, to Jackson Ave., the city's western limit, the 4800 block. The combined Boardwalks of Atlantic City, Ventnor, Margate and Longport, before the hurricane of 1944, was about seven miles.

In Atlantic City alone, the Boardwalk is 20 feet wide from Caspian Ave., to Atlantic Ave., 40 feet wide from Atlantic to Rhode Island; 60 feet wide from Rhode Island to Bellevue;

40 feet from Bellevue to Roosevelt Place, just below Albany; and 20 feet from there to Jackson.

Including the Auditorium plaza and the rest pavilions outside the 'Walk, the total area is approximately 1,000,000 square feet, or about 23 acres. Reconstruction of the 'Walk through to Longport would add about one-third more in area.

40. Boardwalk Decking and Runways. The decking of the two first Boardwalks, 1870 and 1880, was laid lengthwise; that of the Third and others following, crosswise. To make the going smoother for rolling chair patrons, runways of lengthwise planks were laid beginning Thursday, Aug. 27, 1914. The herringbone pattern with planks laid on an angle to resist wear and make walking more comfortable was begun on Thursday, Dec. 14, 1916.

41. Area of the Beach Park. The total area of the Beach Park on Atlantic City's ocean front was computed by City Engineer George R. Swinton to be 522.3 acres, prior to the Hurricane of 1944. Erosion and sand pumping since may already have changed, or may in the future change these figures. Beach rebuilding, now being planned, may enlarge the area considerably.

Of the total, the city owns in fee, including the site of Garden Pier, 491.42 acres; with 30.88 acres under private ownership. Of the privately-owned beach, 11.38 acres are covered by piers; with 19.5 acres unoccupied.

42. Boardwalk a Street Name. The name Boardwalk was officially adopted as a street name by city ordinance dated Monday, Aug. 17, 1896, and therefore always should be capitalized; although many writers have ignorantly failed to do so.

43. The Boardwalk Easter Parade. Since Sunday, April 16, 1876, the Easter Parade has been an annual feature of the Atlantic City Boardwalk. It started as a preview of the season of 1876 which was then expected to be the greatest yet known in the resort because of the Centennial Exhibition, held in Philadelphia on the Centennial of the Independence of the United States. Atlantic City expected great crowds of visitors that Summer from the Centennial, but they did not materialize; but the Easter Parade, once launched, has been continued, with a fashion preview on Palm Sunday.

44. Brighton Park. The plot fronting on the Boardwalk, between Indiana Ave., and Park Place, is officially known as Brighton Park, although often called locally, "Park Place," this being the name of the street on its west side.

It was owned in 1879 by George F. Lee, owner of the Hotel Brighton, and Hamilton F. Disston, son of Philadelphia Saw Manufacturer Henry Disston; and had never been occupied by a structure of any sort up to that time in the city's history.

On Monday, Sept. 29, 1879, Lee and Disston and their wives dedicated to the city the new street they had opened as Park Place, and the plot they named Brighton Park; at the same time widening Indiana Avenue by 10 feet. Brighton Park was given to the city as a public park forever, and cannot be used for any other purpose. The deed of gift was reaffirmed by Lee and Hemsley heirs on Thurs., July 20, 1922.

45. The Fountain of Light. As a part of the celebration of the Golden Jubilee of Electric Light, the Fountain of Light in Brighton Park was erected by the General Electric Company at a cost of \$25,000. It was given to the city on the 50th anniversary of Electric Light (the incandescent lamp invented by Thomas A. Edison) Monday, Oct. 21, 1929, as a permanent memorial. It is 18 feet wide, 10 feet high, and has jets throwing water to heights of 15, 20 and 30 feet above the basin. There are 30 lamps in the base which have color screens to provide 72 color effects.

46. Boardwalk Comfort Stations. The first step toward comfort stations along the Boardwalk came on Monday, May 12, 1902, when City Council instructed its Committee on Streets, Walks and Drives to have plans prepared for "Places of Comfort under the Boardwalk."

47. Boardwalk Pigeons. The pigeons that now make the Boardwalk their home originated from a few birds that nested in the loft of the stables of Charles Evans, proprietor of the Seaside Hotel, some years back of 1900. The pigeons were driven out when a garage replaced the stables, and since have nested wherever they can find a place, increasing in number to more than 1000.

48. "No Snow on the Boardwalk." The first record of snow removal from the Boardwalk is dated Monday, Jan.

9, 1893, when City Council ordered that snow be cleared off the 'Walk at a cost of \$10. In those days, \$10 would pay 10 men for a 12-hour day.

Not only is the Boardwalk cleared of snow as it falls; but because of the sea air, snowfall is rare in Atlantic City so far as any depth to impede walking is concerned. The Boardwalk actually has less than one-half the number of snows that fall in areas of the same latitude 25 to 50 miles away.

49. Boardwalk Numbering. A city ordinance of Monday, March 28, 1904, provided that buildings and land along the Boardwalk be given a number for each 15 feet of frontage. Numbering starts at a new hundred for each block, from Maine Ave., westward, and all landside numbers are odd, starting at one, because odd numbers are used on the north side of longitudinal avenues in the city.

50. First Policing of the Boardwalk. On Monday, May 5, 1873, Charles Rose was elected by City Council as a special officer for the Summer, assigned to a beat "on the plank walk," the first official policeman on the Boardwalk. John B. Wilkins was assigned on Saturday, July 7, 1873, to "Boardwalk duty." Previous law enforcement had been by constables who acted as occasion required.

51. Chelsea Boardwalk. The Chelsea Beach Company, a land-development concern, erected a short Boardwalk along its property, between Brighton and Montpelier Aves., in 1884. This was purchased by the city when extension was made to that section, Monday, Oct. 31, 1887, for \$1164.02.

52. Downbeach Boardwalk. The first section of Boardwalk beyond the limits of Atlantic City, at Jackson Ave., was erected by the City of Ventnor, which opened four blocks, Jackson to Frankfort Aves., on Saturday, May 6, 1905. Prior to the Hurricane of 1944, the Boardwalk was continuous from the Inlet to Coolidge Ave., Margate. Much of the downbeach Boardwalk was wrecked in the hurricane, but is being gradually rebuilt.

53. Boardwalk Block Lengths. From Rhode Island to Iowa Aves., blocks on the Boardwalk measure 400 feet from center to center of principle cross-avenues, except where curves

or bends may vary this a few feet. Below Iowa Ave., block lengths vary because this land was developed by private owners who set block lengths to suit their lot sales. Distance signs are provided along the Boardwalk railing for those who wish to gauge their strolling.

54. State Seals. The replicas of the Great Seals of the States of the Union which are affixed to light standards at ends of State-named avenues along the Boardwalk were made and erected as a WPA project. Work began on Monday, June 17, 1940, and they were completed within a year.

55. Builders of the Boardwalk. The First Boardwalk (1870) was built by George Bryant and William Weeks; the Second (1880), by Henry Disston and Sons; the Third (1884) by labor hired by the city, E. V. Corson furnishing most of the material; the Fourth (1890), by John W. Bowen and Simon L. Wescoat. The fifth, or present, Boardwalk (1896), by the Phoenix Bridge Company. Bowen still is living at 97.

56. Longport Boardwalk. Longport has a Boardwalk seven blocks long and 22 feet wide. It starts at 23rd Ave., which runs to the beach from the Longport Municipal building, and ends at 16th Ave., opposite the trolley terminal. This 'Walk has no stores, amusements or rolling chairs.



57. Beachfront Before 1890. This view of the beachfront before 1890 shows how pavilions and merchandise stands lined the outside of the 'Walk, cutting off ocean view and breezes. (See Nos. 27, 30, 31 and 34).

(See Page 50, Paragraphs 57, 58, 59)

Ocean Piers

100. Pier Chronology

West Jersey Pier opened Fri. July 16, 1880, wrecked, Fall of 1880.

Howard's Pier opened Wed. July 12, 1882; demolished by City, 1889.

Applegate's Pier opened Sun. June 1, 1884.

Iron Pier (later Heinz) opened Sun. Apr. 25, 1886.

Young and McShea buy Applegate Pier, 1891. Later known as Young's Old Pier, almost destroyed by fire, Fri. Mar. 29, 1912.

H. J. Heinz Company buys Iron Pier, 1898, name it Heinz Pier; wrecked by hurricane, Thur. Sept. 14, 1944; removed, 1945.

Steel Pier opened Mon. July 18, 1898.

Auditorium Pier (later Steeplechase) opened Fri. Aug. 25, 1899.

Steeplechase Pier, bought as Auditorium Pier by George C. Tilyou, 1902; name changed to Steeplechase, 1904; destroyed by fire Sun. Feb. 14, 1932.

Million Dollar Pier opened Mon. July 26, 1906.

Garden Pier opened Sat. July 19, 1913.

Central Pier built on remains of Young's, 1922; nearly destroyed by fire, Sat. Jan. 26, 1929; Boardwalk front damaged by fire, Wed. Sept. 6, 1944.

Ventnor Municipal Pier opened Sat. Sept. 10, 1927; badly damaged by fire, Thur. Aug. 1, 1940; reopened after rebuilding, May, 1942.

Electric trolley on Young's Pier, 1893-99.

No. 1 Atlantic Ocean built on Million Dollar Pier, 1908.

101. First Pier, the West Jersey. Atlantic City's first ocean pier was not an amusement pier in the strict sense. It was erected by the West Jersey and Atlantic Railroad as a part of its Excursion House facilities, at the foot of Georgia Ave., and was opened the same day the Railroad ran its first train into the resort, Friday, July 16, 1880.

No records exist as to its dimensions, but it is said to have been 500 feet long. It provided seats and facilities for picnic

parties and band concerts. It was badly damaged by a storm in the Fall of that year; and the Excursion House and appurtenances were dismantled in 1886.

102. Howard's Pier. The first amusement pier over the ocean was built by Col. George W. Howard, of Baltimore, at the foot of Kentucky Ave., and opened to the public on Wednesday, July 12, 1882. Extending 650 feet into the ocean from the Boardwalk, it had a large pavilion at the outer end in which theatricals, vaudeville and band concerts were presented. It was destroyed by a storm tide in September of 1882.

Howard erected a second pier on the site, 856 feet long, with three large pavilions, opened in the Summer of 1883. On Wednesday, Jan. 9, 1884, a furious storm caused the Schooner Robert Morgan to collide with the pier, wrecking the two outer pavilions. It was rebuilt by Summer; but by 1889, when the city was preparing to build the Fourth Boardwalk, it was purchased by the city and torn down.

103. Applegate's Pier. James R. Applegate, Boardwalk photographer, purchased land in front of his gallery at Tennessee Ave., and erected a pier 625 feet long. It was opened on Sunday, June 1, 1884, with two decks on which the owner claimed 10,000 persons could be seated.

Applegate provided music and vaudeville, and made an enclosure for baby carriages which could be checked for safety. He put up an ice water fountain in front of the pier which used 3000 pounds of ice daily for free public benefit. There was a large pavilion at the outer end, and facilities were provided for picnickers.

This pier was sold in 1891 to Young and McShea, and despite a disastrous fire on Friday, March 29, 1912; and another on Saturday, Jan. 26, 1929, was never totally destroyed; now being known as Central Pier.

104. The Iron Pier. The first pier on iron pilings was erected at the foot of Massachusetts Ave., by the Atlantic City Ocean Pier Company, and opened on Sunday, April 25, 1886. It had a large theatre at the outer end in which theatricals were presented on the opening day.

For 12 years it provided some of the best stage shows offered in the resort, but could not successfully compete with other amusement piers because of its location and the varied

amusements offered elsewhere. In 1898, it was sold to the H. J. Heinz Company, of Pittsburgh, to be used as a place for permanent exhibit of the company's products.

105. Heinz Pier. The Heinz Company enlarged the Iron Pier and established a complete exhibit of its products, for many years giving free souvenirs and samples of foodstuffs as well as free admission. In later years, community sings were held nightly in Summer; and moving pictures of a commercial and educational nature provided free of charge.

Writing rooms and free stationery were provided; and during World War II, rest and writing rooms were furnished service men and women. It was badly damaged on two occasions by collisions of ships driven against it in storms; and was so badly wrecked by the Hurricane of Thursday, Sept. 14, 1944, that it was dismantled in 1945.

106. Steel Pier. Steel Pier was erected by the Steel Pier Co., fronting the bathhouse of George W. Jackson, President of the company, at Virginia Ave., and opened on Monday, July 18, 1898. It was lengthened several times to a final 1780 feet, and has provided all types of amusements, from theatricals to moving pictures; and band and orchestra concerts to personal appearances of stars of stage, screen and radio. Steel Pier has been the most widely advertised amusement pier in the world; and has been the site of national conventions, national commercial exhibits and of the contests in the "Miss America" pageant.

Under the ownership of Frank P. Gravatt, 1925-1945, Steel Pier was enlarged and improved and three theatres were built, in 1928, and the pier became internationally known for its top-flight entertainment. It was sold by Gravatt to the Abel Holding Company, Mon. May 7, 1945; and since has been under the management of George A. Hamid. Gravatt became owner of the Hotel Traymore on Fri. Feb. 15, 1946.

107. Young's Pier. Known first as Young and McShea's Pier after purchase by the firm of J. R. Applegate, in 1891. It was lengthened and enlarged to 2000 feet, and theatricals, vaudeville and other amusements were provided, bringing much of the best entertainment talent to the Boardwalk for over two decades. It featured dancing, and was the home of the "cakewalk" when that form of dancing was popular.

After the retirement of Stewart McShea, in 1897, it was known as Young's Pier; and following the erection of the Million Dollar Pier, in 1906, it was referred to as Young's Old Pier. It was in process of sale to the Absecon Company in 1912 when fire almost destroyed it on Friday, March 29, 1912.

108. Central Pier. The wreckage of Young's Pier stood for years while various plans for its rebuilding were discussed, including possibility of purchase by the city as a site for a Convention Hall. In 1922, it was rebuilt by the Central Pier Co., to a much shorter length and named Central Pier, being used for offices and commercial exhibits since. It was nearly wiped out by fire on Saturday, Jan. 26, 1929; and again rebuilt. On Wednesday, Sept. 6, 1944, the front of the pier was damaged by fire which destroyed several stores under the Knickerbocker (now Mayflower) Hotel.

109. Million Dollar Pier. The Sterling Realty Company erected Million Dollar Pier, also known as Young's Million Dollar Pier, opened to the public on Monday, July 26, 1906, at the foot of Arkansas Ave. Capt. John L. Young, one of the owners, featured the twice-daily net haul of ocean fish which had started on his old pier at Tennessee Ave., and a grand ballroom and an aquarium of rare sea creatures were provided. Vaudeville, moving pictures and other amusements made it one of the most popular spots on the Boardwalk. It also has housed national conventions and their exhibits, and other national exhibits.

George A. Hamid leased Million Dollar Pier on Saturday, June 25, 1938, and the name was changed to Hamid's Million Dollar Pier. Hamid gave up his lease on Wednesday, Nov. 10, 1948, turning the pier back to Clarence and Filbert Crossan, sons of one of the original owners.

110. Auditorium Pier. The Auditorium Pier Company began construction of a pier at the foot of Pennsylvania Ave., in 1899, to contain a large auditorium for theatricals. The city refused to allow its connection to the Boardwalk because it was not 1000 feet long as provided in the Easement Deeds, which the company claimed did not apply to this property.

Legal action delayed the opening to Friday, Aug. 25, 1899; and it was not connected to the Boardwalk until the following year.

111. Steeplechase Pier. George C. Tilyou purchased the Auditorium Pier in 1902 and attempted to continue with theatricals, which were not very successful financially. He contracted with Sousa's Band for a five-year run, but this failed to draw sufficient patronage because people could sit on the beach and hear the music. He then took out five rows of seats to enlarge the orchestra pit and had Sousa's Band to accompany the Floradora Sextette, which made a moderately successful run.

In 1904, Tilyou remodelled the pier as a copy of his famous Steeplechase at Coney Island, and from then on it was successful under the name Steeplechase until fire destroyed it on Sunday, Feb. 14, 1932. It was rebuilt to some extent and used for advertising purposes; being later enlarged to its present size for juvenile amusements.

112. Garden Pier. In 1908, a row of stores was erected outside the Boardwalk, east of New Jersey Ave., on a 175-foot frontage not subject to Easement restrictions. George H. Earle, Jr., of Philadelphia, was owner. On Mon. Jan. 1, 1912, the property, extending only from the exterior line of the Boardwalk right of way into the ocean, was sold to the Pier Realty and Holding Company. Garden Pier was erected on this site and was opened Sat. July 19, 1913. The name was given because of flower gardens laid out in the center, filling the plaza in front of the theatre.

This pier was not successful financially and passed through several hands with a variety of efforts to amuse and entertain the public. In 1918, it was known as B. F. Keith's Theatre and Palace of Dancing. Unpaid taxes having accumulated, the city took the pier over on Mon. Mar. 6, 1944. In 1948, one of the former owners, claiming lack of notification of the tax sale, was allowed opportunity to reclaim it, a time limit being set at Sat. May 7, 1949, which passed without action. Since that time, the city has made preparations to remodel the pier for public use, and on Thur. June 16, 1949, a contract was made for demolition of the theatre and other deteriorating construction. New construction will be made with Luxury Tax funds.

113. Pier Restrictions. Million Dollar Pier comes under the Easement restrictions. Central Pier, being the successor to Applegate's has the status of a pier built before the Ease-

ments and therefore not subject to restriction. Steel Pier and Steeplechase Pier claim exemption from Easement restrictions because of legal points of ownership. The sites of Howard's and Heinz Piers are owned by the city. No future piers can be built except under terms of the Easement Deeds and Beach Park Act.

114. Ventnor Municipal Pier. Ventnor City's Municipal Pier stands between Cornwall and Cambridge Aves., 300 feet in length. It was opened Sat. Sept. 10, 1927. The auditorium seated 2000. Two smaller buildings stood near the entrance. A fire on Thur. Aug. 1, 1940, completely destroyed the auditorium; and a new building was erected ready for use by May of 1942.

115. No. 1, Atlantic Ocean. Capt. John L. Young erected a cottage for his home on the Young and McShea Pier, at Tennessee Ave., before 1900. It stood 1700 feet from the Boardwalk and was outside the jurisdiction of the State. It was a nine-room, story-and-a-half Elizabethan cottage with hot and cold salt water baths. Fishing out of the windows was easily possible, and the first day of occupancy he caught 30 pounds of fish in that manner. Mrs. Young boasted that she needed no dustbrush in that home.

On the Million Dollar Pier, in 1908, he built a beautiful Italian-style villa, 40 by 40 feet in floor plan, with three floors and 12 rooms, and an attached conservatory, and a garden in which he raised flowers and vegetables.

This villa he named No. 1 Atlantic Ocean, and it has become so well-known that letters addressed No. 1 Atlantic Ocean, with no city, state or country, have been delivered promptly, even from so far away as South Africa. President William H. Taft was a guest at No. 1 Atlantic Ocean when he came to Atlantic City to address the Christian Endeavor Convention, on Fri. July 7, 1911. Capt. Young was born Sun. Sept. 25, 1853; and died Tue. Feb. 15, 1938.

116. Trolley on Young's Pier. In 1893, a trolley track was laid out on the east side of Young's Pier, from the Boardwalk to the sea end; was operated up to 1899. A 50-passenger car carried patrons to the fishing steamer "Stoy," and the pleasure steamer "Nada."

The Beach

201. Character of the Beach. The bathing beach of Atlantic City is one of the finest and safest in the world due to the fact that it slopes gradually into the ocean and provides swimmers and bathers a smooth beach without dangerous undertow, and having no need for lifelines. It is of the same character for a stretch of nearly seven miles, including the other three resorts adjoining Atlantic City.

Its fine-grained white sand provides space for sun-bathers, thousands of beach chairs and cabanas; and, in the Winter months, miles of hard smooth footing between high and low water marks for horseback riding. In its entire length, from the Inlet to Longport, more than a quarter-million persons can find ample room for beach and ocean enjoyment.

Protected during the Summer season by paid Beach Patrols, it is equipped with the most modern devices for rescue and life saving, and its patronage of ten million persons a year with an average of less than one drowning per season gives it the best record of any popular bathing beach in the world.

202. Primitive Bath Houses. Before the city was established bathers changed their clothes in the midst of wild growths, making a small clearing without roof, and these were the "bath houses" when Atlantic City was founded. The Indians came to this beach for untold centuries; and hunters and fishermen bathed here more than a half-century before there was an Atlantic City.

203. Movable Bath Houses. Small bath houses with and without wheels that could be moved about from place to place were used for some years, even up to the laying of the First Boardwalk in 1870. When commercial bath houses were erected in permanent locations, these movable huts became somewhat of a nuisance, and on Monday, June 8, 1868, City Council prohibited owners of movable bath houses placing them in front of the permanent buildings; none being allowed within 30 feet of the First Boardwalk.

204. First Commercial Bath House. The first permanently constructed bath house on the Atlantic City beach was erected by Manassa McClees, at the foot of Massachusetts Ave.,

in 1854. Individuals and hotels built bath houses along the beach in the years following until at one time there were more than 50 catering to large patronage, some of them being luxuriously appointed.

205. Early Bathing Suits. Custom as well as city rules made it necessary in the early days to cover the entire body, except face and hands, when on the beach or in bathing. Nobody knew of the benefits of sunbathing, and few wanted to get tanned. Bathers wore voluminous suits of wool flannel, with stockings and canvas shoes, and most of them wore straw hats. Women's bathing suits took seven yards of cloth, skirts and trunks of bathing suits reaching the ankles.

206. First Hiring of Bathing Suits. Jacob H. Leedom, who conducted a bath house near Arkansas Ave., was the first to rent bathing suits, beginning in 1855. Bath house proprietors had suits made by their own seamstresses; and many visitors brought home-made garments.

207. First Bloomer Suits. Lewis R. Adams stocked the first women's bloomer bathing suits in 1907. Other bath house men followed, but in that first year, only a few women took to the idea; and even some who tried out the bloomers demanded skirts over them.

208. Stockings Discarded in 1928. Some of the younger women attempted to discard stockings in 1907, but Beach Superintendent John T. Beckwith issued an order on Sunday, Aug. 25, 1907, that no female would be allowed on the beach without them. This order held until in the 1920's when they first began rolling 'em down, and adventurous girls little by little overcame the prejudice of the authorities until by 1928, nobody made serious objection to bare legs.

209. Beach Censors. For several years in the early 1920's, the city employed beach "censors" whose duty it was to see that not too much epidermis was displayed on the beach. The censors carried tape measures, and skirts and trunks were rated at a set length, not more than a few inches above the knee.

The first attempt to wear rolled-down stockings was made by some of the Pageant beauties of 1921, and this was winked at by the authorities so long as they were rolled only a few inches below the knee. Men were not allowed to discard shirts until 1940.

210. Beach Chairs and Cabanas. There is no record of when beach chairs first were used; but the present tax year, July 1, 1951, to June 30, 1952, shows 5335 chairs at \$1 each. Cabanas first came into use on Fri., June 3, 1931, and the present tax year shows 158 at \$25 each.

211. Padded Bathing Suits. In the early 1870's, some female bathers wore padded bathing suits in which the breast, arms, shoulders and calves were padded to produce plumpness and curves where they didn't exist. In some cases these suits were brought from home; and some of the bath houses hired out similar suits. Women who wore corsets—which most did—also wore them in bathing.

212. The "Mackintosh" Law. The first city ordinance, known as the "Mackintosh" law, requiring bathers to wear a garment over their bathing suits on the public streets, was adopted Tuesday, May 28, 1907, not only to conceal the bathing suit and whatever epidermis was too blatantly displayed, but to protect the clothing of others with whom a wet suit might come into contact. The same rule still is in force.

213. Riding Horses. How long riding horses have been used on the beach is not of record; but on Tuesday, July 25, 1905, a city ordinance prohibited the use of horses on the beach between June 1 and Oct. 1; still strictly enforced.

214. Driving on the Beach. Ever since Absecon Island has been inhabited, the hard smooth sand between high and low water marks has been a favorite place for driving, although since 1900, only pony carts have been used. In the days before 1890, it was the only means of reaching the downbeach resorts by vehicles. When automobiles came around, the beach in Margate and lower Ventnor was used some for racing, and an official meet was held there on Monday, Tuesday and Wednesday, Sept. 4, 5 and 6, 1905; and on the same weekdays, Sept. 3, 4 and 5, 1906. The races averaged about 50 miles per hour, good speed then; on a two-mile course.

215. Peddling on the Beach. Peddling of ice cream on the beach began about 1884. Simon Lewis is said to have been the first to peddle hot "dogs" on the beach, in 1896.

117. Pier Lengths. According to City Building Dept.: Garden Pier, 675 ft.; Steel Pier, 1780; Steeplechase, 800; Central, 300; Million Dollar, 1600; Heinz was 600.

118. Visibility at Sea. Distances at sea visible to the naked eye are said to be: on beach at water's edge, 2½ miles; Boardwalk or Piers, 3 to 4½ miles; Absecon Lighthouse, 19 miles; Traymore and Haddon Hall Hotels, 19½ miles; Claridge Hotel, 21 miles.

3920. First Laundry Drier. The first machine to dry laundry for commercial bath house use is said to have been constructed by Edward Murphy, who had a bath house under the name of Murphy's Port Richmond Baths near Georgia and Boardwalk, about 1880. Murphy called it a "whizzer", and his success with it led other bath house proprietors to adopt the method.

3970. Beach Areas. Ventnor owns slightly over 50 per cent of its beach, or 4706.25 feet out of 8756, the longest stretch, Richards to Fredericksburg Aves. Margate owns 38.7 per cent of its beach, or 2891 feet out of 7462 feet. For Atlantic City beach area see No. 41, Page 11.

3928. Swimming Pools. The first indoor swimming pool in Atlantic City was opened by Kipple and McCann at Ocean Ave. and Boardwalk in May of 1891. The second was opened in 1892 by George W. Jackson, at Virginia and Boardwalk. Jackson later headed the Steel Pier Company.

Hygeia Pool was erected at Rhode Island and Boardwalk in 1910 and torn down in 1947.

Brighton Casino followed the Park Ocean Parlor and Baths, about 1895, and its pool was in use until the fire of 1931.

Ambassador Pool is in the Ambassador Hotel, erected in 1920.

President Pool is in the President Hotel, erected 1926.

The Brighton Outdoor Pool was built in 1947.

3925. Five Million Pounds of Fish. Atlantic City commercial fishermen catch and ship approximately five million pounds of fish and other seafood per year, most of which is obtained from the ocean straight out from the resort, from 10 to 60 miles.

3948. "Point of Beach". Up to 1865, Vermont Avenue extended 2000 feet south of Pacific Ave., and near the end was a high dune upon which children climbed to watch ships going through the Inlet. This was called "Point of Beach," and was eroded away by storm tides.

Atlantic City Beach Patrol

300. Beach Patrol Chronology.

First "Constable on the Surf," 1855.

First Organized Volunteer Life Guards, 1872.

Beach Patrol begins as a paid force, Sun. June 12, 1892.

First regular medical service on the beach, 1904.

First permanent beach hospital opened Sun. Aug. 11, 1907.

Patrol reorganized under Dr. Charles L. Bossert, 1913.

Beach Patrol Benevolent Organization starts Sat. Sept. 24, 1920.

Dr. Bossert dies, Nov. 13, 1941.

Richard W. Hughes made beach superintendent, Apr. 30, 1943.

301. Early Lifeguard Service. City constables were the first to do any sort of lifeguard duty on the beach. William S. Cazier was appointed by City Council in 1855 as the first "constable of the surf," and was paid \$117 that season for his work. When a police force was established, the exact date being unknown, beach policemen were required to change from uniforms to bathing suits at 11 A. M., and patrol in that garb until 1:30 P. M., when they went back into uniform.

Bath house and hotel proprietors hired lifeguards as occasion demanded, no exact records being obtainable; the first of record being the Sea View Excursion House which hired guards in 1869 when that hotel opened for business.

302. First Organized Lifeguard Service. The first man to organize a lifeguard service on the Atlantic City beach was Capt. Paul P. Boynton, an expert swimmer with a record of rescues at other resorts. He was hired in 1872 to take charge of the beach between Missouri and Mississippi Aves., in front of the Excursion House property, from July to September.

303. The Volunteer Guards. The great increase in bathing that followed the opening of the Boardwalk brought volunteer lifeguards to the beach. These men received no regular pay for their time; but depended on donations, passing the hat after a rescue. City Council made occasional donations, and hotels held benefit events to raise money for them.

In 1876, Michael, Edward and John Bradford organized

the Rescue Life Guard Service, operating between New York and Indiana Aves.

304. A Lucky Volunteer. Henry Rutter, Jr., with his brothers, Samuel, Charles, Peter and William, conducted "The Volunteer Life Guard" service at States Ave. One day, Henry rescued Jacob Whiting, a wealthy Philadelphian, and Whiting was so grateful that he advanced Henry \$500 with which to go into the bath house business. By 1907, Rutter had built the business to such proportions that he refused an offer of \$100,000 for his bath house property.

305. City Beach Patrol. The city gradually increased its patrol of the beach with regular policemen until 1892; but public demand caused the city authorities to take action on Monday, Aug. 24, 1891, toward organizing a Beach Patrol for duty during the bathing hours of 9 A. M. to 5 P. M., instead of the few hours around noon. It was proposed that instead of having 10 policemen for this work, that 20 lifeguards be hired for 1892 at a cost of \$2200 for July and August, and that 10 lifeboats be provided.

306. Beach Patrol Organized. The first work of the Atlantic City Beach Patrol as an organized force began on Sunday, June 12, 1892. Ten men had been appointed on Tuesday, June 7; and others were added as the season advanced.

307. The "Velvet-Coated Hero." Volunteer guards continued in sections not covered by the regular Beach Patrol for some years. The most colorful of these was Capt. Charles E. Clark, a former cowboy. Clark wore a velvet coat and went around much of the time with a large ring buoy over his shoulder, which bore his name in big letters. He claimed to have rescued 700 persons in his years on the beach, and was widely publicized as the "Velvet-Coated Hero." He died in 1918.

308. First Medical Service on the Beach. For the first 12 years of the Beach Patrol, medical attention was given when required either by calling a physician or sending patients to a private or public hospital. In 1904, Dr. John T. Beckwith was appointed by City Council as beach surgeon, and he organized medical service right on the beach. Small tents were set up on the sand, and all cases that did not require hospitalization were cared for on the spot.

309. Beach Hospitals. On Wednesday, June 5, 1907, Dr. Beckwith was made Police and Beach Surgeon and given full control of the beach and Beach Patrol, with two captains and 40 guards. He designed a hospital tent with wooden flooring, and on Sunday, Aug. 11, 1907, the first beach hospital as we now know them was opened, 16 persons being treated in the first hospital, at South Carolina Ave., on that day.

310. Patrol Reorganized in 1913. The Police and Fire Departments taking up much of Dr. Beckwith's attention by 1913, Dr. Charles L. Bossert, his assistant, was made chief beach surgeon and director of the Beach Patrol. Dr. Bossert, an expert swimmer, reorganized the Beach Patrol that year, increasing its coverage the full length of the city, and eight captains and 82 lifeguards were placed on duty.

311. Original Schafer Resuscitation. The Atlantic City Beach Patrol, under Dr. Bossert's direction, began to use the original Schafer Method of Resuscitation and still adheres to Schafer's original rules which have been found to be most successful. This is different from the so-called "Schafer Method" as used by other nationally-known organizations in that it calls for the patient's head to be in the lowest possible position, without resting on an arm or any object. This empties the lungs of water without causing a trap in the throat such as might result from a higher head position. The extremely low figures of only 28 deaths in 35 years are attributed to the use of the original Schafer resuscitation.

312. Rescue Record of Beach Patrol. In the years from 1913 to 1951, during which careful records were kept, the Atlantic City Beach Patrol has rescued from drowning, up to the end of the 1951 season, 50,611 persons, with only 29 deaths, some of which were due to causes beyond possibility of resuscitation. The number of persons treated medically on the beach from all causes in the 38 seasons totals 424,745. Several rescues are made each season outside regular patrol hours, some by guards in street attire. The 1950 season covered 135 days, May 25 to Oct. 9. Estimated total of bathers per year as high as ten million.

313. Lookout Stands. High lookout stands are manned by two guards constantly at each of the 47 Beach Patrol stations, and these men are on the alert to keep bathers from any

spot where they might get into difficulty, such as close to piers or jetties; or from venturing too far out. When the ocean is rough, or the crowds large, patrol boats are kept cruising beyond the bathers to herd the bathers close to shore and render immediate assistance. Lookout men often spot a bather just beginning to get in distress and are on their way before he calls for help. The fact that fewer than 11 persons on the average were taken from the surf per day for the 134-day bathing season of 1949, out of the beach crowds averaging 67,164 per day, shows the care taken to prevent casualties.

314. Hours of Protected Bathing. The Beach Patrol goes on duty on Memorial Day, May 30, and continues until October 15, if the weather keeps warm. Regular hours of the Patrol are from 9:30 A. M. to 6:30 P. M., except on holidays and big week-ends when patrol duty is extended an hour or more at either end of the day as necessary.

315. Beach Patrol Personnel. The Beach Patrol for 1951 includes Supt. Richard W. Hughes, Asst. Supt. Alexis E. Miller, Chief Surgeon Robert B. Durham, eight other physicians, ten captains, Sec. Robert Dean, an experienced life-guard; two instructors, an ambulance driver, five uniformed policemen and 104 lifeguards.

There are 46 stations with lookout stands and full boat and life-saving equipment, and eight medical stations or beach hospitals, the main hospital and headquarters being located at South Carolina Ave.

316. Beach Patrol Experience. The 12 officers of the Beach Patrol have served, with the 1952 season, a total of 410 years on this beach, or an average of 34 years each, accounting for the Patrol's efficiency. Supt. Richard W. Hughes' 1952 record will be 40 years; Asst. Supt. Alexis E. Miller, 46 years; Capts. Harry E. Yates, Jr., and John Furlow, 39 years; Capts. Samuel Damico and Edmund Kite, 35 years; Capts. John J. McCullough and Thomas S. Detweiler, 32 years; Capts. Floyd B. Hunt and William Albuoy, 29 years; Capt. Richard Towell, 28 years; and Capt. George Damico, 24 years.

Dr. Charles L. Bossert, who became beach superintendent in 1913, died on Thur. Nov. 13, 1941. Richard W. Hughes was appointed to the post Fri. Apr. 30, 1943.

317. Beach Patrol Benevolent Org. The Beach Patrol Benevolent Organization was incorporated on Saturday, Sept. 4, 1920. Its objects are to pay sick and death benefits and in other ways to further the welfare of its members. Sick benefits are \$7 per week, with \$400 payable at death. It raises funds by an annual ball and the issuance of a Year Book, in addition to dues.

318. Tests for Lifeguards. Tests of applicants for positions on the Atlantic City Beach Patrol are strenuous and designed to prove the ability of the candidate under the worst conditions. After passing a rigorous physical examination, he is required to row a lifeboat single-handed 200 yards from shore and return without mishap; and then must swim the same distance and back carrying a can buoy, without stop. The ocean tests are carried on only in rough seas to show that a man can take the worst he may have to meet on duty. Training is given on land to teach him resuscitation and various techniques of the work.

319. Life-Saving Suit. In the Summer of 1874, Capt. Paul P. Boynton, in charge of the lifeguards at the Sea View Excursion House, tried out an inflated rubber suit said to have been invented by C. S. Merriman, a Pittsburgh rubber manufacturer. It allowed the wearer to lie on his back and paddle himself along, and was so successful that Boynton went to England to demonstrate it. His first trial from a ship was made on Wed. Oct. 21, 1874, when he made a safe landing near Cape Clear, Ireland, after leaving the liner "Queen" 12 miles offshore, on a night in which the seas became so high that more than 50 vessels were wrecked.

In May of 1875, he crossed the English Channel in the suit from Cape Griz Nez, France, to Fan Bay, England. He made command appearances before Queen Victoria and the Emperor of Germany, and floated 400 miles down the Rhine, going through the Loreli Whirlpool. Boynton made tours through both Europe and America, giving demonstrations. He died in 1925.

(See Page 50, Paragraphs 3937, 3962)

320. How To Get Sunburned Safely. Here is the Beach Patrol's method of getting sunburned safely. When first going on the beach in early summer, Beach Patrolmen expose themselves to direct sunlight only 20 minutes the first day; and 30 minutes the second and third days. The next three days, they keep covered to prevent over-exposure. The seventh day, they take an hour of sunbathing; keep covered the eighth day; and repeat this as necessary until their skin is browned without burning.

It is dangerous for one not used to sunburn to expose the skin to direct sunlight for long periods. It may produce what is known as sunburn poison which is extremely painful and almost as bad as fire burn. Sunburn even can be fatal.



3900. Atlantic City "All the Time". This design was created by Leon F. Rubens in a Chamber of Commerce contest for a slogan for the city. He won a prize of \$25 for it on Tues., March 31, 1914. On Wed., May 27, 1914, it was adopted by resolution of the City Commission as the official slogan and emblem of Atlantic City. A ceremony of presentation to the city was held during the Atlantic City Carnival, May 25-30. Made in a huge electric sign, it was displayed on the front of City Hall during the Carnival, and has been used in many forms of advertising since.

3960. "Atlantic City All the Time". This song, of five stanzas, was written by Alex W. Porter in 1915, and proved very popular for group singing.

Beach Erosion

401. Erosion An Early Problem. Beach erosion became a problem in Atlantic City soon after the first sand dunes had been removed. It reached such alarming stages in a few years that a city ordinance of Mon. Feb. 16, 1863, prohibited the removal from the beach of sand, seaweed, grass, brush or roots, because of the importance of these materials in preventing further encroachment of the sea. A petition signed by 7000 persons was sent to Congress on Mon. March 9, 1868, asking Federal aid, which was not extended.

402. Sea Takes 20 Blocks of Land. In 1852, the high water mark was about 500 feet east of Maine Ave., and from 1500 to 2400 feet south of Atlantic Ave., from Maine to Rhode Island Aves. By 1876, all this had been eaten away until Maine was cut off below Arctic Ave., and the surf line came up to Vermont and Pacific and storm tides washed around the base of the Lighthouse compelling the keeper to wade through water to discharge his duties. In the severe Winter of 1866-67 the swell of the tide extended nearly to Atlantic Ave. in places.

403. Erosion Halted. About 1870, Dr. Walter B. Dick, who owned considerable property on the east end of the Island, began to study tides and currents, and after two years of experimentation built jetties in fanwise fashion out into the Inlet. The Federal Government took a hand in 1876 to prevent destruction of the Lighthouse, and it and other private owners built jetties. These brought accretion so that about 16 blocks eventually were reclaimed; and the beach built further out down as far as North Carolina Ave.

404. Accretion Brought Land Suits. When the beach line was only 320 feet below Pacific Ave., at North Carolina, Thomas Mills bought a plot fronting 150 feet on Pacific at that point "to the storm-tide mark." On Wed. Sept. 8, 1880, the Camden & Atlantic Land Company brought suit in ejectment against Edwin Lippincott, who then owned the Mills tract, claiming this accretion from the storm-tide mark which by that time had receded about 1200 feet due to jetty building.

The Land Company lost its case, but appealed, and to save further litigation, Lippincott, Elisha Roberts of the Chal-

fonte, Charles Evans of the Seaside, and John F. Starr paid the company \$15,000 in settlement of all claims. On this accretion now stand the Chalfonte-Haddon Hall and Seaside Hotels and numerous other properties worth into many millions.

405. Recent Erosion. Within the past few years, erosion again became a menace. A study of the beach profile by Army engineers and by Erwin L. Schwatt, local engineer on his own initiative, brought the conclusion that the channel into the Inlet was partly responsible in that it was too close to shore and ate away beach by frequent dredging. This resulted in 1948 in a new channel being cut farther to the east.

Following newspaper articles and maps published by Schwatt, an Emergency Erosion Committee was appointed by the city on Sat. Mar. 29, 1947, which conferred with experts and formulated a plan for building jetties and filling in the beach.

406. New Jetties. Since 1945, new jetties have been constructed near the end of Atlantic Ave., and at Euclid, Pacific, Vermont, Oriental and Massachusetts Aves., by funds raised by the city's Luxury Tax and with State and Federal aid, and these together with a bulkhead along Maine Ave., have caused a total expenditure of nearly \$1,000,000. This has halted further erosion and promises to build up the beach further out.

407. Sand Pumping. Along with the jetty building, sand has been pumped from the Brigantine side of the channel by suction dredges to the extent of 1,550,000 cubic yards, of which 300,000 were deposited above Oriental Ave., and the balance down as far as Illinois Ave. This built the beach out an average of 300 feet; but storms since have eaten away some of this pumped sand. The problem is not yet entirely solved; and it may be that the work will have to be continued over a considerable period of years. Up to Dec. 31, 1948, the total expenditure of Luxury Tax funds on beach protection amounted to \$1,774,552.

(See Page 50, Paragraph 408)

Absecon Lighthouse

501. Lighthouse Opened in 1857. Absecon Lighthouse, which stands in the plot bounded by Vermont, Pacific and Rhode Island Aves., was erected in 1856, and its light turned on Thursday, Jan. 15, 1857. Its erection was due to the persistent efforts of Dr. Jonathan Pitney, the "Father of Atlantic City," who for 20 years urged the Federal Government to put a lighthouse on Absecon Island to prevent the great number of shipwrecks occurring in the vicinity. He was successful in 1856 in getting an appropriation of \$52,187.

502. Lighthouse Facts. Absecon Lighthouse is 167 feet high, and its beam was visible from the deck of a ship 20 miles at sea. It is 26 feet, four inches in outside diameter at the base, and 13 feet at the top, with an inside diameter of 10 feet throughout its height. A spiral iron stairway of 228 steps leads to the lookout platform, with 12 more steps to the light room. It used two gallons of kerosene per night in Summer, and three and one-half gallons in Winter. A total of 598,634 bricks were used in its construction.

503. Light Now on Steel Tower. The old lighthouse was de-commissioned on Tuesday, July 11, 1933, after a steel tower had been erected at the foot of New Hampshire Ave., along the Boardwalk, 70 feet high, first lighted Fri. June 9, 1933.

504. Now Owned by the City. The old lighthouse and its plot of ground was deeded to the city on Saturday, Aug. 10, 1946, to be used as a public park. It was repainted in city colors of blue and white in 1948.

505. Hotels Blocked Light. There was no building on the Island above four stories in height when the Lighthouse was built. The first to go over 100 feet was erected in 1890. In the late 1920's, new hotel buildings began to top the light by 100 feet or more and mariners complained it could not be seen at some points, thus causing transfer to the tower.

(See Page 50)

Coast Guard

601. The "Lookout for Ships." Ryan Adams, a salvager of wrecked vessels, who lived on Absecon Island many years before Atlantic City was established, was head of the "Lookout for Ships," created in the early days. He had under his command a half-dozen or so hardy seamen who could be brought together quickly when a ship was seen to be in distress and they rendered aid to and made rescues of hundreds who otherwise might have been lost.

602. Government Boat House. In 1849, there was established what was known as the "Government Boat House," located about what is now the southeast corner of Connecticut and Pacific Aves., and Ryan Adams was appointed the first keeper.

603. First Life Saving Station. The first regular Life Saving Station was located in the rear of the Lighthouse, on S. Vermont Ave., in 1878. A larger and better-equipped building was built in 1884, and was in use until the new Coast Guard Base, on Clam Creek, was opened, in 1941.

604. Coast Guard Base. The present Coast Guard Base, on Clam Creek, was dedicated on Monday, Aug. 4, 1941; work having begun on its construction, Fri. Dec. 8, 1938. The Base was enlarged and improved during World War II.

605. Lookout Tower. The 40-foot Coast Guard Lookout Tower, on the beach at the foot of Maine Ave., was first used on Sat. Feb. 16, 1935.

606. Ryan Adams, Early Settler. Ryan Adams was one of the first settlers on the island, living at what is now Margate. He erected the fifth house in Atlantic City, at Delaware and Arctic Aves., partly from timbers of the wrecked ship "Lovenia." His first daughter was named for that ship, and was the first bride on the Island. (See No. 3901). Adams operated a salt works at the Inlet before 1816.

The Rolling Chair

701. Boardwalk Transportation a Public Demand. When the First Boardwalk was laid, in 1870, vehicles of any kind were prohibited; and when the city set up a right of way for the Fourth Boardwalk, in 1890, it was with the distinct provision that no street railway should be allowed upon or along it.

By 1886, the public began to demand some means of transportation as many were unable or unwilling to walk the full length of the Boardwalk to cover all the attractions. Wheel-chairs had been allowed for the use of invalids, and some pretended to need a chair who were not invalids. The city authorities made no objection and the practice grew.

702. The "Father of the Rolling Chair." William Hayday, who conducted a hardware store at 1702 Atlantic Ave., had been renting wheel-chairs for Boardwalk use, and realized its possibilities for pleasure riding. He stocked chairs for this purpose in 1887, and Boardwalk patronage increased. Harry Shill, who manufactured the chairs in Philadelphia, quickly followed Hayday's idea and the rolling chair became a popular Boardwalk feature.

703. City Regulation of the Chairs. On Monday, June 1, 1891, the city created the office of Mercantile Appraiser to collect license fees on all types of business, and rolling chairs began to be licensed. From that time on, chair stands multiplied on the Boardwalk, and the number in use ran into the hundreds.

704. Rolling Chair Licenses. Licensing of rolling chairs on the Boardwalk began at \$10 per year for each chair, and as wheel-chairs had been made to carry but one person, no provision was made for other than single-passenger chairs. When two-passenger chairs began to appear, their use was condemned by City Council, which adopted an ordinance on Friday, April 30, 1897, providing that "no persons shall hereafter push or roll an invalid or rolling chair on the Boardwalk except it be a single chair holding one person only." On May 11, 1904, a city license ordinance allowed two-passenger chairs at a fee of \$15.

705. Rolling Chairs Banished. Due to abuses, and to disagreements between the rolling chair men and Council, an ordinance was adopted on Tuesday, April 11, 1905, making it unlawful to use a rolling chair on the Boardwalk. By Monday, July 17, 1905, the ordinance was amended to allow the return of the chairs under strict regulations as to their design and use.

706. Licensed by Stands. Under a mercantile ordinance of Friday, June 19, 1914, a fee of \$100 was charged annually for each rolling chair stand; and the fees for chairs were upped to \$15 for singles, and \$20 for doubles.

On Thursday, May 16, 1918, the licensing of rolling chairs was changed to a stand basis only. A fee of \$1000 per year was set for each stand from which not more than 60 chairs could be rented.

This fee was cut to \$500 per year on May 31, 1934, and still remains.

At one time it was claimed that 3200 rolling chairs were in use on the Boardwalk. The present tax year, July 1, 1951, to June 30, 1952, finds 16 stands for push chairs and three for electric, licensed to operate 60 chairs each; with up to 500 extra chairs licensed for Pageant Week, making a total of not more than 1640 licensed.

In 1948, a salesman for rider-operated electric chairs attempted to demonstrate on the Boardwalk without license. He was ordered off and never returned.

707. Electric Rolling Chairs. The first proposal for use of rolling chairs operated by electricity came in May of 1907, when chairs operated from storage batteries, somewhat similar to those now in use, were demonstrated. Although an ordinance was drawn to permit their use, it was killed. Another attempt was made in 1918, but this also failed. In June of 1948, another electric chair proposal was made, and an ordinance was adopted permitting the use of 100 such chairs, on Thurs. July 22, 1948, the license fee being set at \$10 each chair per year; with a fee of \$150 for each chair station.

3965. Rolling Chairs. Reversal of the operation of rolling chairs against the flow of pedestrians started July 14, 1949.

(See Page 88, No. 3919)

The Auditorium

801. Largest of Its Kind. The Atlantic City Auditorium, also known as the Convention Hall, located on the Boardwalk from Mississippi to Georgia Aves., was when built, in 1929, the largest building in the world without roof posts or pillars. With its plaza, a part of the Boardwalk, it covers seven acres. The main floor is 537 feet from front to rear, and 288 feet in width. It is large enough for a regulation football field or baseball diamond; and football has been played there. The cost of construction, equipment and furnishing totalled \$13,406,938.63. The builder was the M. B. Markland Const. Co. It was dedicated Friday, May 31, 1929.

802. Auditorium Capacity. The three and one-half acres of main floor will seat 41,000 persons, including balconies. The ball room seats 5000; and conference and committee rooms, 12,000 more; or a total of 58,000.

It has the largest stage in the world, five feet wider than that of the New York Hippodrome. The public address system makes it possible for every person in the main floor to hear even a whisper on the stage. The basement can park 1000 automobiles.

803. Largest Pipe Organ in the World. The main pipe organ in the Auditorium was built to be the largest in the world. It contains 32,913 pipes, with seven manuals in the main console and five in a movable console. The main console has 933 stops, and the second, 530 stops. There are 336 voices, including 22 instruments of percussion.

Its largest wood pipe is 59 feet, 10 inches long, and two feet, six inches at the top. It contains among other instruments a Chickering grand piano and the effects that can be produced include chimes, bass drums, snare drums, castanets, tambourines, triangles, violin, 'cello, flute, trombone, viola and others. The organ cost approximately \$350,000. It was designed by Emerson L. Richards, and built by the Midmer-Losh Company.

804. Army Use. During World War II, the Auditorium was taken over by the Army Air Force for offices and train-

ing purposes, on Wednesday, July 15, 1942. It was turned back to the city on Thursday, Nov. 15, 1945; and the Army paid the city \$500,000 for use, maintenance and necessary repairs.

805. Rendezvous Park. The block bounded by the Boardwalk, Pacific, Mississippi and Georgia Aves., now covered by the Auditorium, was known for some years as Rendezvous Park. The property was purchased Fri. Nov. 17, 1920, by the Boardwalk Park Corporation, and opened as Rendezvous Park on Sat. May 28, 1921, after a design by Oscar Journey. It had a dance floor for 2000 couples, bathhouse, restaurant, scenic railway and a number of amusement features, and was illuminated by 30,000 electric lights. On Wed. Sept. 7, 1921, a fire damaged buildings and equipment said to be valued at \$150,000. The original cost of the park was placed at \$3,000,000. The city purchased the block by two deeds, dated Thur. Oct. 2, and Mon. Oct. 6, 1924, at a total cost of \$1,770,897.70. In 1890, this block and the one back of it to Atlantic Ave. were offered for sale at a total price of \$400.

Salt Water Taffy

901. Name Originated Here. The name Salt Water Taffy, familiar now in all parts of the world, originated on the Atlantic City Boardwalk. The first to sell a taffy confection of any sort on the Boardwalk, so far as can be discovered, were Ritchie Brothers and Windle W. Hollis, both of whom were selling a taffy about 1880. These firms made their taffy in their stores and sold it in small bags.

902. Origin of the Name. Popular legend says that David Bradley, in business at St. James Place and Boardwalk, "had an accident" one night in August of 1883, when a storm tide splashed sea water over his candy stock. He wiped it off, and as he handed a bag of taffy to a little girl, his first customer next morning, he remarked, "There, you have salt water taffy, Sis." Bradley's mother heard the child tell her parents who ate it with gusto, "The man called it salt water taffy," and suggested that it would be a good trade name.

The story goes that "The following year, Bradley, in

partnership with John Cassady, made a big sign with the words, Salt Water Taffy," and thus "originated" it. Bradley does not appear in the City Directory as a confectioner nor in connection with Cassady who came to the Boardwalk in 1887.

The first mention of Salt Water Taffy in the City Directory was in 1889, as follows: "Hollis, Windle W., Original Salt Water Taffy, Boardwalk near Arkansas Ave." No other public record of a date prior to 1900 exists. Hollis is not mentioned after 1890.

903. Becomes a Type Name. Nobody seems to have thought of copyrighting the name, and as others used it, it became merely a type name that anybody could adopt for that kind of taffy. John R. Edmiston, who had a candy store on Atlantic Ave., in 1887, and later travelled from one resort to another selling the taffy, decided in 1922 to claim origin of the name and trademark rights. He instituted suit against the big taffy makers for an accounting of profits after he had registered the name Salt Water Taffy; but lost in the courts, which said the name had been used too long by many for any one manufacturer to have exclusive rights.

904. The "Original." As the name Salt Water Taffy can be used by anybody for this type of confection, any manufacturer, regardless of how long he has been in business, seems to be able to call his "The Original," without being actionable; and many do so. Bradley has been deceased for many years, and the last confectionery bearing his name was destroyed by fire on Tuesday, July 4, 1939.

905. No Salt Water in It. The name has led many people to think that it was made with salt water as an ingredient. The original recipe included only sugar, cream of tartar, water, flavoring and coloring, with perhaps a pinch of salt as is used in many confectionery recipes. As Bradley washed his sea-sprayed stock off with fresh water, there never has been any salt water in it.

906. Taffy a Big Business. As many as three million pounds of salt water taffy have been mailed out to all parts of the world in a single season by Atlantic City manufacturers. When it was first offered to the public under the name, only

two flavors were sold, chocolate and vanilla. Today there are 25 flavors, and one manufacturer chocolate coats the taffy. Joseph Fralinger, who began making the taffy in 1889, was the first to popularize it by advertising, and became known as the "Salt Water Taffy King."

MISCELLANY

3901. First Wedding on the Island. Lovenia Adams, daughter of Ryan Adams, became the bride of Joseph Showell in the first wedding on Absecon Island, Wed. Dec. 28, 1842.

3902. First Wedding in the City. Susannah Cummings, seamstress, was married to Joseph J. Elliott, painter, both of Philadelphia, in Atlantic City on Tue. May 2, 1854, the first wedding after the city was incorporated.

3903. First Child Born on the Island. Robert Barclay Leeds, son of Jeremiah Leeds, first permanent settler, was the first child born on Absecon Island, Fri. May 2, 1828.

3904. First Child Born in the City. Lurilda Leeds, daughter of Robert Barclay Leeds, was the first child born in the resort after its incorporation, Thur. June 15, 1854. On Thursday, Feb. 28, 1878, she married Oliver T. Nice.

3905. First School in Atlantic City. The first school was opened in the Atlantic House, Massachusetts and Baltic Aves., in 1836, with Richard Risley as teacher for 10 pupils. The first public school was opened in the Ocean House, Maryland and Arctic Aves., in 1858. The first public school building was erected at Pennsylvania and Arctic Aves., in 1859, and in it was established the first High School which graduated its first class in 1879.

3906. First Newspapers. The first weekly newspaper in Atlantic City, the Atlantic Journal, began publication in 1859. The first daily newspaper was the Atlantic Review, founded by Albert L. English, Mon. June 17, 1872. The first afternoon daily was the Daily Union, founded by John F. Hall, Mon. Sept. 3, 1888. The Review and the Sunday Gazette, which was founded by William McLaughlan in 1891, were consolidated with the Atlantic City Press in 1925.

“Miss America” Pageant

1001. The Floral Parade. The first predecessor of the “Miss America” Pageant was the Floral Parade, first held on the Boardwalk on Friday, Aug. 1, 1902. This was made up of flower-decorated rolling chairs, each bearing a beautiful girl, most of whom were local residents.

It was suggested to Mayor Franklin P. Stoy that prizes should be awarded on the basis of feminine pulchritude. “NO!” replied the Mayor, “We are going to judge pretty chairs. All the girls are pretty. Who would dare to pick out one?” Mayor Stoy did not live to see even the first Beauty Pageant.

1002. Atlantic City Carnival. By 1914, the idea of having a carnival as a season opener came into being. Starting on Monday, May 25, 1914, the Carnival continued for a week. The main parade was 72 blocks long, and it is claimed 5000 vehicles of all types were entered. This continued until World War I put such celebrations out of the public mind.

1003. First Beauty Queen. The first beauty queen crowned in an Atlantic City pre-pageant event was Viola Walsh, local resident, crowned Queen of the Carnival of 1914. In her honor, Joseph Sharpless wrote “Queen of the Carnival” Waltz; and a carnival song, “Atlantic City All the Time.”

1004. The International Rolling Chair Parade. On Saturday, Sept. 25, 1920, the first of the present series was staged. It also was known as the “Fall Pageant,” and the “Inter-City Beauty Pageant.” The idea was conceived by Thomas P. Endicott, who was made director, continuing in the same position in the first and second Beauty Pageants.

This event of 1920 was not based on feminine beauty, and the girls entered in rolling chairs and on floats were just a part of the scenery; but by 1921, it was decided to name a beauty queen to be known as “Miss America,” and to invite contestants from all over the country.

1005. The Atlantic City Beauty Pageant. On two days, Tuesday and Wednesday, Sept. 6-7, 1921, the first of the beauty pageants was held, under the name of The Atlantic City Beauty Pageant. There were but eight entrants for the title

of "Miss America," Margaret Gorman, 16, blonde, of Washington, D. C., was crowned the first "Miss America," and was the first to start the fad of rolling down her stockings on the beach. The name "Miss America" Pageant was not used until after 1940.

1006. Newspapers Sponsored Entrants. For the first few years of the Pageant, metropolitan newspapers sponsored the feminine contestants, and Atlantic City received the greatest publicity it has ever known. The city conducted the Pageant through a Pageant Committee, and appropriated \$50,000 per year toward the expenses of the first seven Pageants. Financial and other difficulties arose in 1928, and no Pageant was held between 1927 and 1933, when it was revived as a privately-financed event.

The Pageant of 1933 did not meet with financial success; and no further attempt was made until 1935, when moving picture and amusement interests took it up and it was conducted as part of the Showmen's Jubilee. In the past few years, it has been conducted by a committee of local people who have made it self-supporting. The rules now include talent and other factors as well as beauty.

1007. Nearly 1100 Entrants. The total number of girls entered in the 24 Atlantic City Pageants, including 1950, approximate 1100. It is claimed that more than 25,000 have contested in the preliminaries in their home towns. Only 24 girls have been crowned "Miss America," one having twice attained the honor, so that fewer than one in a thousand who aspire to the crown actually win.

1008. Blondes NOT Preferred. Whether or not "gentlemen prefer blondes," Pageant judges apparently do not; for out of 25 final judgments, they have selected brunettes 15 times as against nine blondes and one redhead. Only six of the Miss Americas have been above 19 years old; and four were only 16.

1009. The "Misses America, 1921-1951." The following girls have won the title of "Miss America" at the Atlantic City Pageant, from 1921 to 1951. (The figure at the end of each line indicates the number of contestants from which she was picked.)

1921. Margaret Gorman, 16, blonde, Washington, D. C. (8).
 1922. Mary Katherine Campbell, 16, brunette, Columbus, O. (60).
 1923. Mary Katherine Campbell, 17, brunette, Columbus, O. (75).
 1924. Ruth Malcolmson, 16, brunette, Philadelphia, Pa. (83).
 1925. Fay Lanphier, 19, blonde, Los Angeles, Calif. (67).
 1926. Norma D. Smallwood, 18, brunette, Tulsa, Okla. (73).
 1927. Lois Delander, 19, brunette, Joliet, Ill. (69).
 1933. Marion R. Bergeron, 16, blonde, West Haven, Conn. (30).
 1935. Henrietta Leaver, 19, Brunette, Pittsburgh, Pa. (54).
 1936. Rose V. Coyle, 23, brunette, Philadelphia, Pa. (47).
 1937. Bette Cooper, 17, blonde, Hackettstown, N. J. (46).
 1938. Marilyn Meske, 21, blonde, Marion, Ohio (43).
 1939. Patricia M. Donnelly, 19, blonde, Detroit, Mich. (43).
 1940. Frances M. Burke, 19, brunette, Philadelphia, Pa. (45).
 1941. Rosemary LaPlanche, 19, blonde, Los Angeles, Calif. (43).
 1942. Jo Carrol Dennison, 18, blonde, Tyler, Tex. (30).
 1943. Jean Bartel, 19, brunette, Los Angeles, Calif. (33).
 1944. Venus Ramey, 19, redhead, Washington, D. C. (33).
 1945. Bess Myerson, 21, brunette, New York City (35).
 1946. Marilyn Buford, 21, brunette, Los Angeles, Calif. (49).
 1947. Barbara Jo Walker, 21, brunette, Memphis, Tenn. (54).
 1948. Beatrice "BeBe" Shopp, 18, brunette, Hopkins, Minn. (56).
 1949. Jacque Mercer, 18, brunette, Phoenix, Ariz., (51).
 1950. Yolande Betbeze, 21, brunette, Mobile, Ala. (48).
 1951. Colleen Kay Hutchins, 25, blonde, Salt Lake City, Utah (48). (To be known as "Miss America 1952.")

1010. The "Misses Atlantic City," 1921-1951. At the first "Atlantic City Beauty Pageant," 1921, a "Miss Atlantic City" was chosen as hostess of the visiting contestants. In 1922, 1923 and 1924, a "Court of Honor" composed of about 20 local girls took the place of "Miss Atlantic City." The "Misses Atlantic City" for the years 1921 and 1925 to 1951 were:

- | | |
|-----------------------|-------------------|
| 1921. Ethel Charles | 1927. Margot Webb |
| 1925. Lee Bartlett | 1933. Ruth LeRoy |
| 1926. Eleanor Hoffman | 1935. Ann Rupp |

1936. Jewel Lindsay	1945. Mary Louise Weaver
1937. Charlotte Velez	1946. Betty Jones
1938. Eileen MacSherry	1947. Terry Carroll
1939. Doris Geisinger	1948. Wanda Sullivan
1940. Ruth Crawford	1949. Terry Gualtieri
1941. Jessie Wilcox	1950. Patricia Freeman
1942. Peggy Maley	1951. Janet Barab
1943. Barbara LuDora Jones	1952. Patricia Milligan
1944. Janet L. Garbarino	

Margate Elephant

1101. The Margate Elephant. The Elephant, at Cedar Grove Ave., on the beach, is the only structure of its kind in America. It was erected for James V. Lafferty, who designed and patented various buildings in the form of animals, but had only three built. William Free, of Clifton Heights, Pa., is said to have been the designer, in 1882.

The second was erected at Coney Island, and this was destroyed by fire in 1896. The third was built at Cape May, and this was torn down by Capt. Samuel Ewing at the direction of the owner in 1896.

1102. Origin of the Elephant. There are two stories as to the origin of the Elephant. Apparently no actual records exist. One story is that it was first erected at the Centennial Exhibition in Philadelphia, in 1876, for the India Exhibit; and that after the Exhibition closed, it was dismantled and brought to Margate.

The other is that it was originally erected in Margate with a live elephant being used as a model, the animal being chained on the beach while measurements were taken, and the building erected to scale. It was given the name of "Lucy."

1103. Dimensions. The body is 38 feet long and 80 feet in circumference. The legs are 22 feet high and 10 feet in diameter. Materials used in construction included 12,000 feet of lumber, 200 kegs of nails and four tons of nuts and bolts. The observation room in the howdah is 65 feet above the sand. The eyes are windows, 18 inches in diameter. Spiral stairs go up one of the legs.

The builder is said to have been Samuel Kirby; the tin "hide" was put on by Lorenz Bye. Phil Rohr, Sr., is claimed to have installed the electric lights. Rohr was bartender in the early days of the present century. Patrons often became boisterous and several times narrowly missed upsetting lamps, so Rohr decided to wire the building for safety, in 1905.

1104. Damaged by Storm. On Saturday, Oct. 10, 1903, a great storm caused undermining of the front legs and the Elephant sank to its knees in the sand. It was raised by Rufus Booye, a house mover, and set back 50 feet from its original location on Friday, Nov. 20, 1903.

1105. Ownership. John Gertzen, of Margate, purchased the Elephant in 1887, and it has been in possession of the Gertzen family ever since. At one time it was a dwelling. Vast numbers of tourists have gone through the structure, and the interior walls bear thousands of names of visitors who have delighted in leaving their signatures.

MISCELLANY

3907. First Christmas Club. The first Christmas Savings Club in the United States was established by Byron G. Sharp, a Philadelphia shipping clerk, who took this method of saving to allow himself a vacation in Atlantic City, in 1901.

3908. First Industry in the City. Zadock Bowen established the first industry in what is now Atlantic City, at Maine and Baltic Aves., in 1812. It was a salt works, evaporating sea water to obtain salt which in those days was scarce.

3909. First Relief Map of the City. Henry H. Souder constructed the first relief map of Atlantic City in 1860, showing all buildings in miniature. This map is on exhibition daily at the Atlantic City Free Public Library.

3910. Daylight Saving Time. An ordinance adopted in 1921 officially started Daylight Saving Time in Atlantic City on Sunday, June 5, 1921, for June, July, August and September.

3911. First Woman Mayor. Mrs. Rebecca Estell Winston was elected on Mon. May 11, 1925, as mayor of the city she founded, Estell Manor City, Atlantic County, the first woman to be elected mayor in New Jersey.

3912. First Court in the County. The first session of court in Atlantic County was held at the home of John Pennington, Mays Landing, Tue. Feb. 7, 1837. The front section of the present Court House at Mays Landing was erected in 1838 on land given by Samuel Richards and wife, Fri. May 25, 1838.

3913. Indian Deeds to Atlantic City. The first land purchase from the Indians for the territory now including Atlantic City was made by the Proprietors of West Jersey on Sept. 10, 1677. The first individual to own the land now covered by Atlantic City was Thomas Budd, who purchased it in 1695.

3914. Municipal Produce Market. The Municipal Produce Market was opened on Absecon Blvd., Wed. Aug. 1, 1923, after farmers had been selling their produce at an improvised market at Florida and Fairmount Aves., for many years. Horace Ireland was made first market master, in 1923.

3915. First Hydraulic Pile Driving. Herbert McCann discovered the method of sinking pilings by hydraulic pressure on the Atlantic City beach, Sat. Sept. 1, 1883. He had left a hose running for a short time and on his return found the nozzle had burrowed down in the sand. He procured a length of lumber and found that the water pressure quickly sank it by washing out the sand as it was pushed down.

3916. Permanent Registration. Permanent registration of voters in Atlantic City went into effect first in 1927.

3917. Sculpture in Sand. The first sand artist operating on the Atlantic City beach was Philip McCord, in 1897. The practice was abolished by the City Commission after the 1944 hurricane.

3918. Municipal Poultry Market. A municipal poultry market was opened on the old Atlantic City Times building, Fri. Oct. 11, 1935. The present Municipal Poultry Market, at North Carolina and Absecon Blvd., was opened Sun. Feb. 4, 1940.

Hotel Life

1201. Five Hotels Open with City. When Atlantic City opened its first season as a resort, Tuesday, July 4, 1854, only five hotels were ready to receive guests. These were the Atlantic House, Massachusetts and Madison; Bedloe House, Massachusetts and Atlantic; Ocean House, Maryland and Arctic; Cottage Retreat, Massachusetts and Atlantic; and The United States Hotel, in the block between Delaware and Maryland Aves., for years the largest in the new resort.

1202. No "Beachfront" Hotels at First. Nobody even thought then of what we now call "beachfront" hotels. Sand dunes stood in a row, up to 50 feet high, between Pacific Ave. and the beach, which was a wild and desolate place. No hotelman would chance putting up a hostelry more than a block below Atlantic Ave., and then he was almost out of town.

1203. First on the Boardwalk. The first guest houses to take the name of hotel, with a Boardwalk address, were the Oceanic, Mrs. M. L. Smith, at Mississippi Ave., and the Grandville, William and Charles Edwards, near Georgia Ave. These have long ago vanished.

As late as 1877, the only hotels whose names still are carried on beachfront hostelries, were several hundred feet from the Boardwalk. These were the Dennis, Traymore, Shelburne, Brighton, Chalfonte, Haddon House, Seaside and St. Charles. They were frame buildings, none over three stories in height.

1204. Never over 30 on the Boardwalk. There have not at any time been over 30 hotels actually on the Boardwalk. Today the number has dwindled to less than a score, and not all of them have entrances right on the 'Walk, but are considered Boardwalk hotels. In 1900, about 100 hotels were listed as "at the ocean end" of the avenue; but ocean end often meant they were the last buildings on the street, with only 30 having Boardwalk addresses.

1205. Open All the Year. The first beachfront hotel to stay open all the year was the Brighton, beginning in 1876. Prior to that, even avenue hotels were closed in Winter ex-

cept those which catered to commercial travellers; and many business houses also closed in the Fall. In its first 20 years, Atlantic City was little more than a three-month resort. The Brighton started to stay open the year around because the season of 1876, the year of the Centennial Exhibition in Philadelphia, had not been up to par where it was expected to be the biggest ever. The experiment paid, and others followed the practice, and since then the largest hostelries never close.

1206 Largest Early Hotels. Prior to 1860 the largest hotels in Atlantic City were: United States, claimed in its day to be one of the finest in the nation; Mansion House, southwest corner of Pennsylvania and Atlantic Aves.; Congress Hall, north side of Pacific from Massachusetts to Congress Aves.; and Surf House, occupying the block bounded by Atlantic, Pacific, Kentucky and Illinois. These were demolished between 1890 and 1900. States Avenue was cut through the U. S. Hotel block; Mt. Vernon Avenue opened over the site of Surf House; and a brick bank and 9-story brick apartments rose on the site of the Mansion House.

1207. First Brick Hotel. George C. Thompson erected the first brick hotel in the city in 1892, at the southeast corner of Michigan and Atlantic Aves., naming it New York. This structure still is a hotel, with stores in front.

1208. Number of Hotels. The U. S. Business Census for 1948 shows that Atlantic City has 361 establishments classified as hotels, with a total of 23,450 guest rooms; and an annual business of \$37,963,000. Rooms in all establishments catering to guests are said by local sources to total 35,000; and adding private homes which rent rooms 50,000.

1209. Oldest Beachfront Hotel Name. Dennis is the oldest hotel name on the beachfront today. Prof. and Mrs. William Dennis came to Atlantic City in 1860 and erected a two-room cottage at Michigan and Pacific Aves., with one room above the other and an outside stairway connecting the two. They gradually enlarged this cottage until it contained 40 rooms, and on Thur. Apr. 11, 1867, it was sold to Joseph H. Borton and moved nearer the beach. Borton sold to Walter J. Buzby in 1900, the hotel and 200 feet of beach frontage.

The next oldest is the Seaside, built in 1862 by David

Scattergood, on Pennsylvania Ave., about 400 feet south of Pacific, the surf then being less than 100 feet away. It was sold to Charles Evans and Casper W. Haines in 1865 and moved later to its present location. Evans sold to Henry and Franklin Cook in 1903.

1210. First Brick Hotels on Boardwalk. The first brick hotels on the Boardwalk were the Waldorf-Astoria and the Bleak House, on the west and east corners of Ocean Ave., respectively, both built in 1899, and both six stories high. The Waldorf-Astoria was erected by I. Whilden Moore, and opened on Tue. June 27, 1899; and the Bleak House was built by Capt. John L. Young, Clarence M. Busch and William B. Loudenslager, and opened on Sat. July 15, 1899.

1211. First Fire-Proof Hotel. The Chalfonte is the first fire-proof hotel erected in Atlantic City, opened on Sat. July 2, 1904.

1212. Hotel Air Beacon. The air beacon atop the Ritz-Carlton Hotel was first lighted on Thur. May 30, 1929.

1213. First Brick Apartment, now Hotel. In 1901, Capt. John L. Young erected Young's Apartments, at Tennessee Ave. It was of brick, seven stories high, with 112 apartments and eight stores. Later, he turned it into a hotel, named Young's Hotel. Before 1906, the name was changed to Hotel Sterling; and it has been the Alamac, Knickerbocker, and since the fire of Wed. Sept. 6, 1944, the Mayflower.

1214. First Hotel Orchestra. The first hotel to have its own orchestra, so far as any record can be found, was the Seaside, which in 1880 employed Septimus Winner as orchestra leader. Winner was composer of the famous song, "Listen to the Mocking Bird;" and also wrote "Whispering Hope" under the pen-name of Alice Hawthorne.

1215. First Hotel over 100 Feet High. John Wyeth erected the first hotel in Atlantic City that stood over 100 feet high. It was named The Garden, later changed to Craig Hall, standing at Illinois and Pacific Aves., from 1895 to 1936, when it was torn down to make way for the present Post Office.

(See Page 50, Paragraph 3939)

57. Boardwalk steel pilings and girders encased with concrete to prevent further corrosion by salt water in 1903.

58. First moving electric sign on Boardwalk erected for Gillette Safety Razor, in 1905.

59. Ventnor completed 1.6 miles of Boardwalk repairing 1944 hurricane damage to Fredericksburg Ave., on a half-width of 10 feet, opened Sat., May 17, 1952.

3937. Life Guard Paralyzed. Eugene Beck, 26, eight years in the Beach Patrol, saw two small boys in danger near the Adriatic Ave. Station, Wed., Aug. 24, 1949. He ran out on a jetty, slipped on the slimy rocks and fell on his back, paralyzing his lower limbs. Popular subscription raised nearly \$20,000 for treatment; but he still is crippled. Frank Kelly, a beach ice cream peddler, dropped his own work and collected \$1500 for Beck. Beck received the Bronze Star Medal in the U. S. Marines, in 1945.

3962. Beach Patrol Deaths. Al Davis, beach patrolman, was drowned when a rescue rope became looped around his neck and was mistakenly drawn in by spectators, Fri. Aug. 26, 1904. Capt. Larner Conover died of a heart attack running to a rescue, Sat. Aug. 4, 1945.

408. The Brigantine Jetty. This jetty, now under construction, from a point on Brigantine Island running along the line of the Inlet Channel, is to protect Atlantic City's Beach and keep the Inlet Channel open. By May 24, 1952, it had reached a length of 1300 feet of its total of 4200 feet. Project approved by the State Tue., April 29, 1952, the State and the City of Atlantic City each paying half the cost.

3974. Absecon Light. Keepers of the Lighthouse were: Joseph Bartlett, John Nixon, Abram Wolf; Thomas Bills, 1897; Knud Hanson, 1915. A Shoran Station was established in the lighthouse on Tues., June 20, 1950.

It was unpainted until Mon., Aug. 14, 1871, when three bands, white, red, white, were applied. This was changed to orange, black, orange, on Sat., Aug. 21, 1897. The present white, blue, white first appeared in 1948.

Incandescent oil vapor lamps were placed on Wed., June 22, 1910. Electric light installed Wed., July 1, 1925.

3939. First Big Hotel Downbeach. The first big hotel outside the city limits of Atlantic City was the Carisbrooke Inn, opened Mon. June 15, 1891. It stood on Ocean Ave., Ventnor, running back to Ventnor Ave., near the site of the present City Hall. It was torn down during the Winter of 1910-11. It was five stories high and had its own gas lighting plant.

Amusements

1300. Amusement Chronology.

First beach amusement, 1869.

First Public Hall, 1869.

First Merry-Go-Round, 1870.

First Observation Wheel, 1872.

Schooner Robert Morgan stranded, Wed. Jan. 9, 1884; floated in June.

Young and McShea form partnership, 1887.

Whaler Stafford stranded, Mon., June 2, 1890; allowed inside Boardwalk, Mon., Apr. 20, 1891; dismantled, 1895.

Somers Observation Wheel, 1891; burned Wed., June 22, 1892; Twin Wheel started Mon., July 4, 1892.

Academy of Music ready to open, but burned to ground, Wed., June 22, 1892; rebuilt, 1892; burned to ground again, Mon., Feb. 7, 1898; rebuilt, 1898; gutted by fire, Thur., Apr. 3, 1902.

The "Ferris" Wheel, 1893.

Haunted Swing, 1894.

Revolving Observation Tower, 1895.

First Movies on Boardwalk, 1897.

First "Air-Conditioned" Theatre opened Wed., July 1, 1896.

Apollo Theatre opened on site of Academy of Music, Fri., Apr. 17, 1908; opened as a motion picture theatre, Sat., Mar. 10, 1934.

First movie house on Boardwalk, 1908.

First movie house in city, 1908.

Edison "Synchronized" Talkies on Boardwalk, 1913.

1301. Early Amusements. Few, if any, amusements were provided in the first few years of Atlantic City's existence. Most of the visitors came only to bathe and fish, and to escape the heat of inland communities, and their evenings were spent on hotel porticoes or in a moonlight sail on the ocean. The permanent population was too small to support amusements out of the three-month Summer season. Few ventured on the beach at night because it was a long walk from any hotel, with no street lighting below Pacific Ave., and no sidewalks. No-

body thought of setting up amusements on the beach until the first Excursion House was erected, near Missouri and Pacific Aves., in 1869.

1302. Hotels the Center of Life. Each hotel solved its entertainment problem by holding dances, then called "hops," and amateur theatricals. Travelling musicians sometimes came to entertain hotel guests, and brass band concerts were featured at the biggest hostelrys. The first hotel to have a hall of its own for entertainment purposes was the Mansion House, at Pennsylvania and Atlantic Aves., about 1857.

1303. First Public Hall. So far as records reveal, the first public hall for general rental for social events or theatricals of any sort was Bartlett's Hall, erected by William G. Bartlett, in 1869. This stood at the northeast corner of North Carolina and Atlantic Aves., and was occupied by a market on the first floor. This building still stands, now at the northeast corner of Chalfonte and Arctic Aves.

1304. Excursion Houses. Hotels erected to accommodate railroad excursionists who were unloaded close to the beach, were the first to gather around them various types of amusements supplementing their own dance halls, skating rinks and billiard rooms. From 1869, merry-go-rounds, observation wheels, Gypsy camps, and various other attractions such as are now found in carnivals and county fairs sprang up, and within a few years spread along the Boardwalk.

1305. Summer Concert Gardens. Between 1860 and 1880, several persons opened what were known as Concert Gardens. The first was Schaufler's, at North Carolina and the railroad, back of the first station, which featured brass bands and soloists. Mrs. Jane Fortescue, at the east corner of Arkansas Ave., and Boardwalk; and George C. Guvernator and David Doyle, in the next block west, had the first such places on the 'Walk, and these featured theatricals, vaudeville, minstrels and bands and orchestras.

These gardens were roofed, except in the case of Schaufler's, and had stages and bars. With the purchase of a glass of beer at a nickel, one could enjoy a good vaudeville show or concert; and they made their owners plenty of money. Schaufler had a bell on a high pole in front of his garden, and each time a new barrel of beer was opened, the bell was rung

to notify everybody within hearing, when patrons would hurry over to try it. This bell is now on exhibit at the Atlantic City Library, Illinois and Pacific Aves.

1306. "Vacations for Actors." In time there were about a dozen of these Concert Gardens in the resort, and entertainers of all types came to Atlantic City for a Summer "vacation" and got jobs at these gardens for \$10 a week and their board, the latter being valued at about \$5. They worked as hard as in the cities, but had ample time for bathing, and escaped the city heat.

1307. Stranded Vessels Exhibited. On the night of Wednesday, Jan. 9, 1884, a furious storm threw the Schooner Robert Morgan high on the beach near Kentucky Ave. It was not floated until the following June, and during the interim was opened for inspection. Thousands paid a dime to go over the vessel, and its owners made more than they would if it had been in service.

The success of this led some local residents to have an old whaler purposely stranded on the beach at about the same location; but city authorities would not permit it to remain because of the pact with beachfront owners not to allow construction outside the Boardwalk. It was run on the beach on the night of Monday, June 2, 1890; floated within a week and taken to the Inlet, where it did little business. On Monday, April 20, 1891, the whaler, named the Stafford, with a record of taking 800 whales, was permitted to be taken inside the Boardwalk on private property, between Florida and Texas Aves., where it was exhibited for four years at 10 cents admission.

1308. Vaudeville for One Cent. In 1908, a vaudeville show was conducted by Weis and Weinberger, at 1615 Boardwalk, called the "Children's Delight and Old Folk's Paradise," at an admission of one cent.

1309. Academy of Music. This was the first real theatre on the Boardwalk, first standing back of a row of stores at New York Ave. It had been built by Joseph Fralinger for a trained horse show, known as Bartholomew's Equine Paradox, but when this act went on the road, in the Spring of 1892, it was remodelled into a theatre.

When completed and ready for rehearsals, it caught fire on Wednesday, June 22, 1892, and burned to the ground. Rebuilt in four weeks, it became the principal playhouse on the Boardwalk. On Monday, Feb. 7, 1898, it was again destroyed by fire. This time it was rebuilt of brick; but in the great fire of Thursday, April 3, 1902, it was gutted; and again reconstructed into a theatre.

1310. Apollo Theatre. After remodelling, the Academy of Music opened on Friday, April 17, 1908, as the Apollo Theatre; and on Saturday, March 10, 1934, it was turned into a moving picture house.

1311. First "Big" Wheel. Atlantic City had the first of what is now known as the Ferris Wheel, more than 20 years before George Washington Gale Ferris erected his wheel at the World's Columbian Exposition, at Chicago, in 1893. This first wheel was the invention of Isaac Newton Forrester, and was located on the Sea View Excursion House block, on Mississippi Ave., facing the present site of the Atlantic City Auditorium, in 1872, or before.

Forrester called this amusement the "Epicycloidal Diversion." It consisted of four wheels, about 30 feet in diameter, resting on a circular platform, about 10 feet high. The wheels revolved on a cross-axle attached to a center pole, and each had eight two-passenger cars swung on a rod projecting from the inside of the wheel, with a total capacity of 64 persons. As the center pole turned by an engine beneath the platform, the wheels revolved, following each other around a circle. This gave the passengers a double ride, up and over and around a circle. Modifications of and improvements on this device continued until after 1890.

1312. The Somers Wheel. William Somers was the first to build an observation wheel as we know them now. In 1891, he formed a company and erected an observation wheel practically identical with the present "Ferris" Wheels, but constructed of timbers. This was in operation on the Boardwalk between New York and Kentucky Aves., in 1891 and 1892, when a gasoline lamp exploded and burned it out on Wednesday, June 22, 1892. The Somers Company immediately erected a double wheel, two such wheels running side by side

but in opposite directions, having it in operation by Monday, July 4, 1892.

1313. The "Ferris" Wheel. The Somers Company began erecting similar wheels at various seashore resorts, and got a concession for the Chicago World's Fair; but Ferris, proposing an enormous wheel of steel, carrying 2160 passengers, was given the Fair concession, and Somers had to build his outside the Fair grounds. He sued Ferris for patent infringement, but the latter died before the suit was settled. The present-day "Ferris" wheel, used at fairs and carnivals, is practically identical with the Somers wheel, even to its drive, except that it is made of steel instead of wood. It should bear the name of Somers instead of Ferris.

1314. Revolving Observation Tower. Jesse Lake, of Pleasantville, inventor of the "self-track-laying car" that later became the crawler tractor and gave birth to the war tank, invented the Revolving Observation Tower, two of which were erected on the Boardwalk about 1895, one at Massachusetts Ave., and the other at New York Ave.

It consisted of a steel tower, 125 feet high, around which revolved a circular "elevator" carrying passengers on an enclosed platform, 16 feet wide and 60 feet in diameter. This elevator was slowly drawn to a height of 103 feet as it revolved, giving passengers a view all over the Island and far at sea. The fare was a dime for a 10-minute ride.

1315. The Haunted Swing. In 1894, Capt. Amariah Lake, of Pleasantville, invented what he named the Haunted Swing, operated for some years at States Ave. and Boardwalk. This swing, fashioned like a flat-bottom scow, carrying 20 persons, was suspended inside a room furnished like an old-fashioned sitting room.

When filled with passengers, it was given a start by an attendant, who then left the room, and the swing apparently moved faster and faster until it seemed to go over the bar on which it was suspended, and passengers gripped their seats and screamed. Actually, the swing remained motionless, while the room revolved about it, every piece of furnishing being fastened securely to walls and floor.

1316. The Haunted Forest. James Albert Cathcart and William Oswald fitted out a somewhat similar swing ar-

rangement amid a forest and garden setting, on the 'Walk near Arkansas Ave., the same year. It had mirrors that gave an illusion of swinging, and the forest was filled with singing birds, flowers and other decorations, giving the appearance of something out of a book of fairy tales.

1317. First "Air-Conditioned" Theatre. What may have been the first "air-conditioned" theatre in the United States was known as the Empire Theatre, on Atlantic Ave., about the site of the present Hollywood Theatre. It opened on Wed., July 1, 1896, equipped with a cooling system fed from a central plant through underground pipes which carried refrigerant similar to that now used in home mechanical refrigerators. This refrigerant was furnished by the Atlantic City Cooling Company, which served hotels, meat markets, homes and stores from a network of mains through the central part of the city. Not enough patronage could be obtained for this service to make it successful, and it went out of business in six years.

1318. Merry-Go-Rounds. William Dentzel, who manufactured merry-go-rounds in Philadelphia, is said to have been the first to put such an amusement on the Boardwalk. The first one in the city was erected on the Sea View Excursion House block, and was powered by a horse attached to the platform, walking around inside it. Charles Looff had a similar horse-drawn merry-go-round on the Boardwalk, near South Carolina Ave., later. The first device began operation about 1870.

1319. Merry-Go-Round Casino. It was a merry-go-round that started John L. Young and Stewart McShea in the partnership that produced so many amusement projects and the great success of two ocean piers. They bought, in 1887, the Victoria Skating Rink, on the outside of the Boardwalk, at South Carolina Ave., which had been erected in 1884 by Miss Mary Williams. On this site they built the Merry-Go-Round Casino and installed the largest merry-go-round in the resort. It was equipped with an Orchestrion Organ, that alone cost \$10,000, and had a library of 96 classical records, many of which were sacred music.

The building had a glass roof on the ocean side to allow the benefit of sunshine, and was heated in Winter. McShea

was opposed to Sunday amusements, and on that day, only the organ was operated, playing an accompaniment to as many as 3000 persons who sat in rocking chairs and on benches, with a hymnal for each two of them, and sang sacred songs. Later on, in the pier at Tennessee Ave., the same Sunday observance was followed until the retirement of McShea in 1897.

1320. Elaborate Carousels. William Somers had a carousel near New York Ave., in 1894, 80 feet in diameter, with three decks. On the first were the animals; on the second a roller skating rink, and on top, a dance floor with orchestra. It also had a pipe organ and could accommodate 1500 persons.

In 1896, the Columbian Amusement Company built what was known as the "Race Course Carousel," at States Ave. It was advertised as "Every ride a race, with prizes to the winners. The only merry-go-round in the world with an electric illuminated fountain, a poem in water." There were many others of various sizes and descriptions.

1321. Early Movies on Boardwalk. It is believed that the first movies on the 'Walk were the Corbett-Fitzsimmons heavyweight championship of Mar. 17, 1897, shown at States Ave. Opera House, also at American Biograph, Tennessee Ave., and Kinematograph, Ocean Ave., that Summer. Piers took up movies soon afterward.

1322. Movies on the Piers. Steel Pier and Young and McShea's Pier put on movies with vaudeville around the same time, and gradually increased their showings until as many as three shows were run at the same time on Steel Pier. This was at the time when movies were exhibited at a nickel or a dime in other places, while the piers charged but one admission for everything.

1323. First Movie House on the Boardwalk. The Victoria, on the site of the present Warner, opened for movies only in 1908. Prior to that, the Alhambra, at Arkansas Ave., ran movies on certain nights and sometimes an entire week. The Savoy, at 1317 Boardwalk, offered motion pictures and illustrated songs on Sunday evenings, in 1907.

1324. First Movie House in the City. The Bijou Company opened an exclusively moving picture house at 1336 Atlantic Ave., in 1908, which was the first in the city. In the

same Summer, Harry Brown and Harry Savage opened the Elite, on Atlantic Ave., near Missouri. The Criterion Theatre followed a panorama known as the "Johnstown Flood," at 1015 Boardwalk, in 1910 with movies for a dime; and the Seashell, at 925 Boardwalk, was opened the same year with moving pictures. (See Page 88 for Theatre Opening Dates.)

1325. "Talkies" in 1913. Talking moving pictures produced by synchronization of a phonograph with the movie reel, an invention of Thomas A. Edison, were a feature of the daily shows at the Savoy during the Spring and Summer of 1913. Grand opera was among the offerings, including "Temptation of Faust," and "Julius Caesar," with a change of subjects weekly. Along with this was a local newsreel called the "Atlantic City Weekly," giving local events. These "talkies" were not sufficiently successful in operation to be continued long; and regular talking pictures did not come until 1926.

1326. "Talkies" Behind the Screen. In 1908, the Savoy offered a novelty in movies with a man behind the screen taking talking parts as well as making sound effects. He was Joseph Moreland, who was something of a mimic and had a long-range, clear-toned voice. His work was so popular that he was hired for Young's Pier later, and then was given a similar job in a Philadelphia theatre.

3930. Army Occupation. During World War II, Army occupation of Atlantic City filled 47 of the largest hotels, and more than 500,000 men were trained here for various branches of the service.

3943. Mammoth Typewriter. The mammoth Underwood Typewriter, shown for over 20 years on Garden Pier and the Auditorium, was built for the Panama-Pacific Exposition, in San Francisco, in 1915, and brought to Atlantic City the following year. It had cost \$100,000 by the time it was erected in Atlantic City. It was taken to the New York World's Fair, in 1939; and during World War II was dismantled.

The Lyric Moving Picture Show, operated by Leo R. Weiler and Ira K. Parker, opened at 1806 Atlantic Ave., in 1908, continuing at that location for several years.

Streets, Highways, Bridges

1400. Chronology of Streets, Highways and Bridges:

First road in Atlantic County opened 1716.

Original Street Map of Atlantic City completed Sat. Dec. 25, 1852; streets dedicated Fri. Apr. 15, 1853; staking out begun Sun. May 8, 1853.

White Horse Turnpike Company incorporated Fri. Jan. 27, 1854; paving celebration held Wed. June 29, 1921.

"Old Turnpike" to Pleasantville opened about 1870.

Street Numbers provided Tue. Nov. 25, 1879.

First street paving in city begun Tue. Jan. 14, 1890.

Ventnor Ave. dedicated Thur. June 14, 1900.

Albany Ave. Boulevard opened Sun. Oct. 8, 1905; present bridge opened Mon. May 28, 1928.

Pacific Ave. paving begun Thur. May 24, 1906.

Atlantic Ave. paving begun Mon. Mar. 4, 1907; paving celebration Sat. Oct. 12, 1907.

Somers Point-Ocean City Boulevard begun Thur. Mar. 20, 1913; opened 1914; freed of toll Tue. Aug. 15, 1922; present bridges opened Sat. Aug. 19, 1933.

Longport-Somers Point Boulevard opened Sat. Nov. 4, 1916.

Absecon Bouevard opened with gravel surface Fri. Dec. 5, 1919; opened after paving Sat. Aug. 15, 1925; present drawbridge opened Fri. Sept. 27, 1946.

Brigantine Boulevard and bridge opened Sun. Apr. 12, 1925; bought by County Tue. Dec. 8, 1925.

Somers Point-Beesleys Point bridge opened Sat. June 16, 1928.

Longport-Ocean City bridge opened Fri. Oct. 5, 1928.

Dorset Ave. bridge opened Thurs. May 29, 1930.

Margate-Northfield bridge opened Fri. Aug. 1, 1930.

Black Horse Pike opened to Pleasantville Sat. Nov. 14, 1931; last link dedicated Thurs. April 4, 1935.

Bacharach Boulevard dedicated Thur. Oct. 24, 1935.

Delilah Road cut-off opened Sat. May 20, 1939.

1401. Streets Mapped in 1852. The original street map of Atlantic City was made by John Lewis Rowand, dated Sat. Dec. 25, 1852. The longitudinal avenues were named for

the seas, and the cross-avenues for States of the Union. The western limits of the city ran about 300 feet west of California Ave.

1402. Streets Dedicated. On Fri. Apr. 15, 1853, the avenues as mapped were dedicated to public use; and on Sun. May 8, 1853, work began on staking them out. Atlantic Avenue was made 100 feet wide, with the other longitudinal avenues 60 feet. The cross-avenues were 50 feet, except Pennsylvania and North Carolina, made 80 feet.

1403. Orientation of Streets. The longitudinal avenues were mapped to conform with the general direction of the beach line, which was $22\frac{1}{2}$ degrees off true east and west; and the cross-avenues were set at right angles, which made the same distance off true north and south. Thus, Atlantic Avenue runs more in a northeast-southwest direction; while the cross-avenues run more northwest-southeast, to the extent of $22\frac{1}{2}$ degrees.

1404. Length of Blocks. The cross-avenues were set 400 feet apart, center to center. Pacific and Arctic Avenues were laid out 550 feet on either side of Atlantic; while those above Arctic were mapped at 475 feet apart. As time went on, new streets and mid-block streets were created by real estate developers, and the distance between them varies.

1405. Street Names. Names given to cross-avenues were not in rotation, either geographically, historically or in accordance with the entry of the States into the Union. No record as to the reason for the selection of names as they stand seems to exist.

1406. Most Streets Named by Developers. As the city grew, new streets were opened chiefly by land developers who gave them names as suited their fancy. There are 31 named for States in Atlantic City, one in Ventnor and five in Longport; while 11 States are not named anywhere on the Island, viz: Alabama, the Dakotas, Kansas, Nebraska, New Mexico, Louisiana, Oklahoma, Utah, West Virginia and Wisconsin.

1407. Boundaries Identified by Streets. The line between Atlantic City and Ventnor runs along the center of Jackson Ave. (4800); between Ventnor and Margate, Fredericksburg Ave. (7400); and between Margate and Longport, Coolidge Ave. (9800).

1408. Street Numbers. An ordinance was adopted by City Council on Tues. Nov. 25, 1879, providing for numbering of streets. Numbers on the longitudinal avenues begin at Maine with 100, and follow through in order to Coolidge Ave. Numbers of cross-avenues begin with one north and south of Atlantic, down to Boston; and from there they are numbered north and south of Ventnor, excepting Providence, Hartford and Albany which are numbered south from Atlantic; also some other mid-block streets which run south from Atlantic only.

1409. The Bend in Atlantic Ave. The bend in Atlantic Ave., at Boston, which makes it the first street from the ocean the rest of the way downbeach, was due to the fact that it originally was the right of way of the Camden and Atlantic Railroad, and the route was carried nearer to the ocean below Boston Ave. because at the time the tracks were laid, in 1884, there was little fast ground except close to the beach on which they could be placed. The extension of Atlantic Ave. to Jackson Ave., the city limits, was completed along the railroad right of way Sat. Jan. 23, 1897.

1410. First Road in Atlantic County. The first public road in what is now Atlantic County by authority of any governing body ran from Nacote Creek to John Somers' ferry, at Somers Point, mapped in 1716.

1411. Indian Trails. The Indians travelled through the coast area by four principal trails, perhaps hundreds of years before the white man arrived. The first can be identified by a line running along streams and crossing them only at shallow places, avoiding hills and swamps, from Somers Point through Mays Landing, Blue Anchor, Berlin and Haddonfield to Camden.

The second began at the mouth of the Mullica River, crossing what is now the White Horse pike at Da Costa, and intersecting the first trail near what is now Mays Landing.

The third began at what is now Batsto on the Mullica and intersected the first about a mile south of what is now Winslow.

The fourth began in Cape May County, crossed the head of Tuckahoe River to the head of Hospitality branch of the

Great Egg Harbor River, and intersected the first at what is now Blue Anchor.

1412. The "Old Turnpike". The road which for nearly three-quarters of a century crossed the meadows from the north end of Florida Ave., Atlantic City, terminating at Shore Road, Pleasantville, and known locally as the "Old Turnpike," was the first highway into Atlantic City. The Pleasantville and Atlantic Turnpike Company was incorporated on Thursday, Feb. 3, 1853, but due to difficulties in building and obtaining sufficient capital, it was not opened for travel until about 1870.

The popular legend is that the turnpike was opened in 1868, but no official records can be found to verify this. Minutes of City Council show that Atlantic City bought \$1000 worth of turnpike stock on Mon. Nov. 9, 1869. It seems fair to assume that this stock would not have been purchased after the highway was open, as it was paid for in city scrip, no cash being available. It is further known that the turnpike company was hard pressed financially on the latter end of the work which cost about double the original authorized capital. These facts make it probable that the road and drawbridge were not completed until early in 1870.

David, Jesse, John, Simon and Lucas Lake, of Pleasantville were leading stockholders in the turnpike company. When the building of the road across the meadows was halted by wagon wheels and horses' hoofs sinking in the deep muck, David and Jesse Lake, taking their idea from the tread-mill or "horse-power" of the farm, invented a "self-track-laying car" powered by a steam engine. Traction was obtained by treads on an endless belt, similar to that used in the farm tread-mill which were laid along the ground as the car proceeded. This mechanism was the only solution to completion of the turnpike over muck that was found to be as much as 100 feet deep in some places. Much of the road was built with cedar logs laid end to end across the width and covered with gravel, no solid foundation being available.

The turnpike was sold in 1903 to the Atlantic and Suburban Railway, the "Florida Avenue Line," for a right of way over the meadows. Toll was maintained on it, or what part of it could be used, until Fri. Mar. 17, 1939, when the drawbridge was closed forever, and demolished later in that year.

The "self-track-laying car" of David and Jesse Lake was developed by them later into a steam crawler-type tractor for farm use. It was this same "caterpillar tread" that in World War I gave traction to the war tank, and later to the bulldozer. Simon Lake, inventor of the even-keel submarine now used in all navies of the world, was a grandson of the Simon in the Pleasantville and Atlantic Turnpike Company. Thus, two of the greatest war machines of all time came from the family that built the first highway into Atlantic City.

1413. First Free Highway. The first toll-free highway into Atlantic City was started Wed. Oct. 1, 1902, from Pleasantville. Quicksands delayed the work and the original contractor went broke. By August of 1905, it was so nearly completed that with automobile races on the beach scheduled for Monday to Wednesday, Sept. 4-6, the Board of Chosen Freeholders was prevailed upon to open it temporarily on Fri. Sept. 1, 1905. It was formally opened Sun. Oct. 8, 1905. It was then known as the Meadow Boulevard. Today it is commonly called Albany Avenue Boulevard; is a part of Harding Highway, and was taken into the State Highway System Tue. Apr. 5, 1938.

1414. Longport "Speedway" (Ventnor Ave.). In 1899, the County started to build a road from Atlantic City to Longport. It was gravel-surfaced and a fine road for its time. Dedicated Thur. June 14, 1900, as the Longport "Speedway," it later became Ventnor Ave.

1415. Longport-Somers Point Boulevard. The boulevard from Longport to Somers Point, across several waterways, was the third road connecting the Island with the mainland, opened to travel Sat. Nov. 4, 1916.

1416. Absecon Boulevard. The boulevard from Absecon to Atlantic City was the fourth highway into the resort. Work on building this road started in Absecon in 1916, but was interrupted by the entry of the United States into World War I, in 1917. It was finally completed as a gravel highway with 10 bridges and formally opened Fri. Dec. 5, 1919. A contract to pave with asphalt block, in 1923, was taken into court by taxpayers on a writ of certiorari, and the final result was paving with a bituminous compound, the paved boulevard

being formally opened Sat. Aug. 15, 1925. It was taken into the State Highway System Tue. Apr. 5, 1938.

1417. Albany and Absecon Bridges. The old Albany Avenue bridge was closed Tue. Jan. 25, 1927, and traffic was maintained across Beach Thoroughfare on a pontoon bridge. The present bridge was opened to travel Mon. May 28, 1928.

The new drawbridge on Absecon blvd., held up in construction by scarcity of labor and material during World War II, was opened Fri. Sept. 27, 1946.

Absecon blvd., from the drawbridge to Delaware Ave., all within the city limits, was added to the State Highway System Fri. Apr. 30, 1948.

1418. Margate-Northfield Boulevard. This fifth highway from the mainland to the Island, connecting the end of Tilton road, Northfield, with Jerome Ave., Margate, was opened Fri. Aug. 1, 1930.

1419. Brigantine Boulevard. Brigantine blvd. and bridge, from Absecon blvd., into Brigantine, was built by the Island Development Co., beginning Mon. Sept. 17, 1923; and formally opened Easter Sunday, Apr. 12, 1925. The cost was said to have been \$960,356. It was paved in November, 1950.

Due to heavy expense of maintenance, the company felt it would be necessary to charge toll, and petitioned the county to take it over. The offer to sell at \$535,000 was accepted Tue. Dec. 8, 1925. On Thur. Apr. 1, 1926, the boulevard and bridge were illuminated by 54 clusters of electric lights.

Brigantine bridge has suffered four interruptions in its use due to collision and hurricane. For these see No. 3109.

1420. Dorset Ave. Bridge. The bridge over Inside Thoroughfare at Dorset Ave., Ventnor, connecting Ventnor and Ventnor Heights, was opened Thur. May 29, 1930.

1421. Brigantine (Tuckerton) Cut-Off. A start was made on Tue. Sept. 10, 1929, to construct a cut-off highway from the Shore Road at Tuckerton across to Brigantine Island and into Atlantic City, expected to shorten the trip from New York by 12 miles. By the time a gravel road had been completed to the edge of Great Bay, difficulties in financing arose, and nothing more has been done. It is claimed that the cost of bridges would be too high today to warrant completion.

1422. First Highway Lighting. The first illumination of an open highway in South Jersey, it is claimed, was installed on Albany Avenue blvd., between Atlantic City and Pleasantville, by the County Board of Freeholders. Fifty-three electric street lamps were turned on Thur. Aug. 2, 1906, less than a year after the boulevard was opened.

1423. Bacharach Boulevard. This originally was the right of way of the Camden & Atlantic Railroad. It was turned over to the city for public use when the South Carolina Avenue station was closed and tracks removed. The city created Bacharach blvd., Thur. Sept. 20, 1934; and it was dedicated Thur. Oct. 24, 1935.

1424. Chelsea Parkway. The wide parkway from Boston and Atlantic Aves., to Albany and Ventnor Aves., sometimes incorrectly called Ventnor Ave., was named Chelsea Parkway Wed. Nov. 19, 1913. It is the widest street in the city, 235 feet at Boston, tapering to 157 at Albany.

1425. Street Paving. The first street in Atlantic City to be paved was the section of South Carolina Ave., between Atlantic and Arctic, paved with vitrified brick, starting Tue. Jan. 14, 1890. At the same time estimates were sought for paving Atlantic and Pacific Aves., but it was found that the total cost, \$200,000, for vitrified brick from Maine to Florida Aves., was too much for the city's finances.

Pacific Ave. was given a macadam surface in 1898, and the present type of paving was laid beginning Thur. May 24, 1906. The beginning of work on paving Atlantic Ave. was made on Mon. Mar. 4, 1907. A monster celebration was held when the paving of Atlantic Ave. was completed Sat. Oct. 12, 1907. The city purchased a paving plant with a capacity of 750 square yards per day on Fri. Aug. 27, 1920.

1426. Delilah Road Cut-Off. The bridge and roadway running off Absecon blvd., just outside the city limits of Atlantic City to connect the boulevard with Delilah road, Pleasantville, which merges with Black Horse pike near McKee City, was opened Sat. May 20, 1939. Opening had been delayed for months after it was practically completed because of moving of the city water main it crossed.

1427. Longport-Ocean City Bridge. The toll bridge between Longport and Ocean City was opened to travel Fri.

Oct. 5, 1928. Shore Fast buses started regular service over this bridge Sat. Dec. 1, 1928. It was closed for extensive repairs Mon. Oct. 6, 1947, and re-opened Sat. Mar. 13, 1948.

1428. White Horse Pike. The White Horse Turnpike Company was incorporated Fri. Jan. 27, 1854, to build a toll turnpike from Camden to White Horse Tavern, now Stratford. The toll road was gradually pushed down toward Atlantic City as conditions warranted, and surfaced in various sections with a variety of semi-permanent materials. After the State Highway Department took over the pike, it began to pave with concrete in 1918; and a grand celebration was held on Wednesday, June 29, 1921, in Absecon, over completion of the original paving project. Re-location of the Pike through Absecon was accomplished in 1926.

1429. Black Horse Pike. Paving of the Black Horse Pike from Cecil, Gloucester County, to Pleasantville, was dedicated by a parade Sat. Nov. 14, 1931. The final link, in Pleasantville, was dedicated Thur. Apr. 4, 1935. The paving of the Black Horse Pike from McKee City to Pleasantville was laid parallel to the paving of the Harding Highway, so that between those points, the two roads are identical. Black Horse Pike ends at Pleasantville, but Harding Highway continues on the old Meadow blvd., into Albany Ave., Atlantic City.

1430. Paving Miscellany. Shore road paving in Absecon was started 1500 feet south of the Pennsylvania Railroad crossing on through Pleasantville to the Meadow blvd., Wed. May 24, 1911, with an amiesite surface.

The second piece of paving done in Atlantic City was the block of Vermont Ave., Arctic to Baltic, with Telford paving, begun Fri. Sept. 15, 1893.

North Tennessee Ave., Atlantic to the railroad (now Bacharach blvd.) was authorized by ordinance Mon. Sept. 23, 1901.

The first cement sidewalk was laid at Georgia and Baltic Aves., Tue. Aug. 15, 1893.

1431. First City Surveyor. Col. Daniel Morris, founder of the Morris Guards, was appointed first city surveyor Mon. May 28, 1855.

1432. States Avenue. States Ave., formerly the site of the mule tramway from the United States Hotel to the beach,

was dedicated to the city by John S. Davis, then owner of the hotel, Mon. June 16, 1890. It was first paved in 1948. Wealthy residents had objected to paving for many years as they wanted a gravel surface for their horses.

1433. Ocean City-Somers Point Boulevard. This originally was a toll highway, the toll company having started operations Thur. Mar. 20, 1913. It was purchased by the State and freed of toll Tue. Aug. 15, 1922. Work on rebuilding of bridges and paving the road started in 1927. It was opened as completed with new concrete bridges Sat. Aug. 19, 1933.

1434. Somers Point-Beesleys Point Bridge. Opened as a toll bridge Sat. June 16, 1928.

1435. Harding Highway Named. President Warren G. Harding came to Atlantic City by automobile Fri. May 12, 1922, to visit at the home of United States Senator Walter E. Edge. The road on which he travelled, from Pennsgrove to Atlantic City, later was named Harding Highway in his honor.

1436. Clover-Leaf. The Clover-Leaf intersection of Black Horse Pike and the Egg Harbor-Mays Landing road, on which no left-hand turns or crossing of traffic are possible was the second of its type in the world. It was opened to traffic in the Fall of 1931.

1437. Why Maine Avenue Starts at 100. The reason all main longitudinal streets in Atlantic City start at 100 at Maine Ave. is because originally a block of land lay east of that street, and another thoroughfare named Water St., was mapped along the Inlet, from Caspian to Melrose Aves. No date shown on the map, made by George P. Way, a developer. Subsequently much of this land was eroded by the tides.

1438. Absecon Boulevard was mapped Wed., Dec. 8, 1915. Mercury lamps were placed Sat., May 20, 1950.

1439. New street signs placed on Atlantic Ave., Wed., Dec. 13, 1950.

1440. Amber lights on Atlantic Ave. increased from three to six seconds Sun., Jan. 31, 1949.

Miscellany

3932. Atlantic City's Development. When plans first were made to establish a resort on Absecon Island, in 1852, the Island was approximately nine miles long. About a mile of this was eroded by storm tides between 1900 and 1916, robbing Longport of more than one-half its area, and depositing the material on Peck's Beach, at the upper end of Ocean City. Prior to 1860, the Inlet section extended several hundred feet further eastward, but this area, known as Jordanville, was washed away and its site is covered by the Inlet waters.

Back of Mediterranean Ave., and on downbeach below Albany Ave., excepting a narrow strip along the ocean, there was nothing but woods, ponds and spongy meadows. The first effort to populate the section below Florida Ave., came in 1883. Filling of the meadows to create what is known as the West Side and Venice Park was done between 1895 and 1905. The area now known as Bungalow Park was filled in to build a race track in 1888, but this failed and few homes were built there until well after 1900.

The sections now known as Chelsea Heights and Ventnor Heights were mapped out for streets and building lots between 1900 and 1925. The building up of Margate into a city of homes came mostly after the start of the building boom in 1925. When Ventnor was incorporated, in 1903, there were but seven houses and a hotel; two hotels and a few houses in Margate; and a few houses in Longport. There was no improved road from Atlantic City to Longport until 1900, and most of the wagon travel between the two ends of the Island was along the hard beach between the low and high tide marks.

Up until nearly the time of the extension of the city's boundary, in 1869, an inlet cut across the Island at what is now Jackson Ave. This gradually filled by tidal action until it became known as Dry Inlet, but during the early part of Atlantic City's existence it was open to vessels of considerable size at high tide, and fordable by horse and wagon at low tide. In the 18th Century, the Island was divided entirely by this inlet.

Street Cars

1500. Chronology.

Horse cars start on Atlantic Ave., 1865.

Mules substituted for horses, 1869.

Electric trolley cars start on Atlantic Ave., Wed. Apr. 24, 1889.

Trolleys go to Longport, 1893. All night service to Longport Sat. May 5, 1913; fare to Longport seven cents Tue. Apr. 9, 1929.

Florida Ave. Line (Atlantic and Suburban) Boardwalk to Somers Point and Absecon, through Pleasantville, opened Thur. Oct. 22, 1903. Service to Absecon discontinued, in June of 1925. Entire line ceased operation Sun. Mar. 31, 1929.

Venice Park trolleys started Mon. July 4, 1904; buses substituted 1928.

Shore Fast Line (Atlantic City and Shore Railroad) Virginia and Boardwalk to Somers Point opened Sat. Aug. 25, 1906.

Entered Ocean City Mon. July 1, 1907; first car to Ocean City Boardwalk Fri. Apr. 17, 1908.

Trestle over Reading tracks on meadows burned Wed. Sept. 2, 1931.

Re-routed from Virginia and South Carolina Aves., to Mississippi and Georgia Aves., Sun. July 14, 1935.

Somers Point-Ocean City trolley bridge burned Wed. Sept. 11, 1946.

Buses start Somers Point to Ocean City, Wed. Sept. 11, 1946.

Buses via Longport to Ocean City started Sat. Dec. 1, 1928.

Shore Fast and local street lines sold to Atlantic City Transportation Co., Mon. Apr. 16, 1945.

"Streamliner" trolleys first used, Fri. July 19, 1940.

Buses succeed trolleys on all Shore Fast runs, Sun. Jan. 18, 1948.

1501. Horse and Mule Cars. In 1865, Samuel and John Cordery, of Absecon, leased a right of way over the railroad tracks on Atlantic Ave., to run horse cars from the Inlet to South Carolina Ave. William G. Bartlett bought out the Cordery Brothers before 1869 and substituted mules in place of the horses. In 1869, the railroad company refused to extend the lease and took over the street cars; extending the service to the Sea View Excursion House, at Missouri and Pacific Aves. The mule cars were discontinued Fri. May 10, 1889.

1502. Hotels Ran Mule Cars to Beach. Four hotels operated mule-car lines to carry guests to the beach, then up to 1000 feet from the hostelries. No dates are available, but the mule cars are said to have run in the 1870's and 1880's: The hotels were: United States, Atlantic Ave., between Delaware and Maryland; Surf House, between Kentucky and Illinois; and Haddon House and Chalfonte, North Carolina Ave. Tracks of one of these lines still lie beneath States Ave.

1503. Buses to Beach. On Wed. Aug. 5, 1891, Schauler's Hotel, at North Carolina Ave.; Heckler's Hotel, at North Carolina Ave., and the Mansion House, Pennsylvania Ave., started a bus line to the beach, at a five-cent fare.

1504. Electric Trolley Cars. The first electric trolley car ran on Atlantic Ave., from the Inlet to Kentucky Ave., Wed. Apr. 24, 1889, and passengers were carried free on that day. Service was extended Sat. June 22, 1889, to the new Sea View Excursion House, at Albany Ave. In 1893, electric trolleys ran to Longport, succeeding the steam trains that had been operated since 1884. Electricity succeeded stoves for trolley car heating in 1892. All night service to Longport started Sat. May 5, 1913. Fares to Margate and Longport were reduced to seven cents from 14, Tue. Apr. 9, 1929.

1505. First Electric Cars in New Jersey. Atlantic City had the first electric trolley cars in the State of New Jersey, of the modern overhead-trolley type still in daily use, less than four years after the first electric trolleys had begun operating in the United States. Philadelphia first used electric trolley cars nearly four years after Atlantic City had them, starting Mon. Dec. 12, 1892.

1506. Brigantine Trolleys. In 1893, the Brigantine Transit Company opened an electric trolley line on that Island,

six miles long on Brigantine Ave., connecting with a steamer line to Atlantic City, for a round trip fare of 25 cents. Some of these cars were double-deckers.

The tracks connected with the Brigantine Railroad, so that excursions from Atlantic City could be taken via steamer and trolley to Oceanville, the cars being drawn by locomotive to the mainland. This line was discontinued in 1903.

1507. "Florida Avenue Line." The Atlantic and Suburban Railway opened a trolley line from Florida Ave. and the Boardwalk, over the Old Turnpike, to Pleasantville, down Shore Road to Somers Point and up to Absecon, on Thur. Oct. 22, 1903. The Absecon branch was discontinued in June of 1925; and the Suburban ceased all operation on Sun. Mar. 31, 1929, although it had a 30-year franchise to 1933. Its tracks on Shore Road were removed for scrap during World War II.

1508. The "Carettes." On Sat. June 15, 1895, a line of buses, known as "Carettes," was started on Pacific Ave., Maine to Georgia Aves., at a 10-cent fare; carrying 40 passengers each, and drawn by three horses. The line operated less than a year.

1509. Cross-Town Trolleys. The Central Passenger Railway built a cross-town trolley line, from South Carolina and Boardwalk to Venice Park and the West Side, starting Mon. July 4, 1904. Tracks were laid on Virginia Ave., in 1905, to run the cars out Virginia and in South Carolina; and the following year the line was taken over by the Shore Fast which used the Virginia and Boardwalk terminal. Shuttle cars were run for some years between Atlantic Ave. and the Boardwalk on South Carolina Ave. Cross-town trolleys gave way to buses in 1928. A bus line to Ocean City via the Longport bridge was opened Sat. Dec. 1, 1928.

1510. Shore Fast Line. The Atlantic City and Shore Railroad (Shore Fast Line) was opened from Virginia Ave. and Boardwalk to Somers Point, via the cross-town tracks, West Jersey electric tracks to Pleasantville, and the former Somers Point steam line, from there to Somers Point, Sat. Aug. 25, 1906. Shore Fast cars crossed the bay into Ocean City Mon. July 1, 1907; but were not run through the streets there to the Boardwalk until Fri. Apr. 17, 1908.

The trestle over the Reading tracks on the meadows, built in 1911, was burned Wed. Sept. 2, 1931. The line was re-routed from Virginia and South Carolina Aves., to Mississippi and Georgia Aves., Sun. July 14, 1935, to do away with grade crossings on Absecon blvd.

1511. Atlantic City Transportation Co. From the beginning of the Shore Fast Line, in 1906, it and the local trolley lines were owned by the West Jersey and Seashore Railroad, and leased by the Atlantic City and Shore Railroad. Office, carbarns, rolling stock and equipment and the local cross-town trolleys, and later the buses, were owned by the West Jersey until Mon. April 16, 1945, when they were sold to the Atlantic City Transportation Company.

1512. "Streamliner" Trolleys. The "Streamliner" trolley cars operating on Atlantic Ave., were built for the West Jersey and Seashore Railroad by the J. G. Brill Company in 1940, and six of them began operating on Fri. July 19, 1940, out of an order for 25 cars at a cost of \$500,000. Prior to that the local trolley cars were principally cars used between Philadelphia and Hog Island during World War I.

Open Summer cars, used since the inception of the electric trolleys, were discontinued in 1939. Six second-hand trolley cars were purchased from Fort Wayne, Ind., and went into service here Wed. June 26, 1946.

1513. Shore Fast Buses. On Wed. Sept. 11, 1946, the trolley bridge between Somers Point and Ocean City was so badly damaged by fire that buses were substituted between those points on that day. New buses were ordered and after quite a wrangle over permission to substitute buses for the Shore Fast trolleys on the mainland, the trolleys ceased operation, and buses were substituted on the entire line on Sun. Jan. 18, 1948.

Jitneys

1601. First Regular Jitney Line. Frank Fairbairn and S. W. Redmond established the first regular jitney line in Atlantic City on Atlantic Ave., Mon. Mar. 15, 1915, with two touring cars, at a five-cent fare. Within the year, 475 private automobiles of all descriptions were running on the avenue.

1602. Irregular Service. During their operation on Atlantic Ave., the jitneys gave irregular service, with no established length of route or time of operation. Wherever the last passenger alighted was the end of the line; and drivers went on duty and off again as suited their fancy. Attempts to regulate them found no law on the books that even could force them to carry insurance or take any particular means to safeguard their passengers.

1603. Trolleys in Receivership. So heavily did the jitneys cut into trolley income that Clarence L. Cole was appointed receiver for the Atlantic City & Shore Railroad (trolley line) on Thur. Nov. 25, 1915. Arthur J. Purinton succeeded Cole as receiver Mon. June 9, 1919; and the receivership was discharged Mon. June 27, 1921.

1604. Regulation of Jitneys. Ordinances relating to jitney operation were approved as follows: Mercantile license required, Tue. May 18, 1915; creating the post of Motor Vehicle Inspector to enforce regulations, Tue. May 26, 1915; requiring drivers to wear badges, and cars to carry special license numbers, Tue. July 13, 1915; requiring city consent to operate, Mon. May 5, 1916; fixing route from Maine to Albany, and setting fares of five cents, with five cents additional from Albany to Jackson, and five cents for conveying passengers across town, Sat. Sept. 2, 1916.

A State Act covering jitney operation was passed Fri. Mar. 17, 1916.

1605. Forced to Pacific Ave. An ordinance to make it unlawful to operate a jitney on Atlantic Ave. was approved

Fri. May 4, 1917. The ordinance did not specify Pacific Ave., but the jitneymen moved to that street, and have used it since.

1606. Fare Raised to 10 Cents. On Mon. May 17, 1920, the jitneymen asked to raise their fares to seven cents; and were granted an increase to 10 cents. It was said then that they would reduce to five cents in the Fall and Winter; but on Thur. Dec. 9, they decided not to go back to the nickel fare in off-season, claiming that business had dropped considerably. Fares were increased in the Summer of 1951 to two rides for 25 cents during the season.

1607. Coach Style Jitneys. On Sat. June 28, 1947, Fred Wehrle put on Pacific Ave. the first coach-style jitney, providing seats for eight passengers, with no standees. The total number of jitneys now allowed to operate in the city is 190, and staggered operation is provided so that service is given 24 hours per day to the city limits at Jackson Ave. The last sedan-type jitney went out of service at the end of 1950.

1608. Carry More Passengers. A law enacted Wed., May 21, 1952, allows 10 passengers in jitneys.

3966. Fattest Man. Emory Titman was Atlantic City's fattest man. Born Tue. July 2, 1889, in Philadelphia, he became mascot of the Philadelphia Athletics, and on the death of his father in 1913, fell heir to \$600,000. Told by doctors he had only a year to live, he spent lavishly, taking the entire ball team to Hawaii on one occasion. In 1920, he reduced from 623 to 347 pounds by working in a Turkish bath. He weighed at his death, Sun. July 8, 1928, only 587 but had claimed that he weighed 750 at one time. His casket was 7 ft., 6 inches long and 33 inches wide, as against the average of 21 inches. His body was cremated.

3969. Underwater Wedding. Ruth Ehlers, 17, and Louis Villani, 21, both of North Bergen, N. J., were married in the Steel Pier diving bell, 30 feet below the surface Mon. Aug. 22, 1949. The bell was down 14 minutes. Barton Bach was the operator; Rev. John Raymond Vann, of New York, the minister; and Victory Gold, 7, of Atlantic City, flower girl.

Airport

1701. First "Airport" in the World. The name "Airport" was coined in Atlantic City to designate its first flying field. It was not, however, the first municipally-owned flying field. Two versions exist as to the creation of the name. Henry Woodhouse, one of the owners of the field when it was opened on Saturday, May 10, 1919, is claimed by aeronautical men to have coined the word. Newspapermen claim the honor for William B. Dill, then editor of the Atlantic City Press. No actual record exists.

1702. Airport Purchased by City. On Saturday, July 8, 1922, the city purchased the Airport from private owners; and the athletic field created there was named for Edward L. Bader, then mayor of the resort. It has been impractical to enlarge this Airport because it is surrounded by the Inland Waterway and a State Highway.

1703. Air Carnival of 1910. The first air activities in Atlantic City were carried out along the beach, and by flying boats at the Inlet. Starting Sat. July 2, 1910, the Atlantic City Air Carnival, one of the earliest air meets in history, lasted 10 days and produced several air records. It was held along the beach, between Young's Old Pier and Million Dollar Pier. Walter Brookins set an altitude record of 6175 feet; and Glenn H. Curtiss made another world's record for the time by flying 50 miles back and forth in view of beach crowds in 1 hour and 14 minutes. The Carnival was held under auspices of the Aero Club of Atlantic City, headed by Albert T. Bell, whose work in developing aviation won national commendation.

1704. First Aerial "Bombing". The first demonstration of "bombing" from an airplane was made by Glenn H. Curtiss, during the Air Carnival. He dropped oranges from a height of 100 feet close to the yacht John E. Mehrer II, splashing water on the passengers. Later, he dropped more fruit within a small circle on the beach, showing the possible accuracy of bombing from the air. Brigadier General William

Allen Jones, watching the "bombing," observed that "The trial shows absolutely that the day of the battleship for attack on foreign cities is nearing its end."

1705. Pan-American Air Congress. On Fri. May 2, 1919, the Pan-American Aeronautical Congress met on Steel Pier, and during the balance of the month stunt flying and aerial contests were held from the newly-created Atlantic City Airport. Among the chief events were: Winning of the \$500 Pulitzer prize for the first flyer to land here, by Lt. Rohiff, of the Curtiss organization, who flew 125 miles from New York in two hours and 10 minutes; Lt. Eddie Stinson was second. Lt. Omar L. Locklear gave an exhibition of climbing a ladder from one plane to another in mid-air. Stinson landed eight consecutive times in a 15-foot circle. A crate of eggs was dropped by parachute, none being broken, and they brought 25 cents each for souvenirs. Joseph H. Shinn, editor of the Atlantic City Press, flying with Earl Ovington, dropped 10,000 cards over the city on Mon. Sept. 22, 1919, announcing the arrival of the Naval Plane NC-4, on its way back from a trans-ocean trip. This was called "the first news bulletin from the air."

1706. First Air Fatality. The only serious accident marring the Air Congress was the crack-up of a plane carrying Pilot Beryl H. Kendrick and passenger James H. Bew, Jr., killing both when the plane overturned in a spin, Sat. May 24 1919.

1707. First Attempt To Cross Ocean by Air. On Sat. Oct. 15, 1910, Walter Wellman, polar explorer, made the first attempt in history to cross the Atlantic ocean by air. The dirigible "America" was prepared for flight from Atlantic City. When a heavy storm arose about 1000 miles at sea and the dirigible became unmanagable it was abandoned, and Wellman and his crew picked up by a steamer and returned to New York City.

1708. Second Attempt. On Tue. July 2, 1912, Melvin Vaniman, who had been chief mechanic for Wellman, readied the "Akron" for a second attempt. The ship rose to a height of 2000 feet over the Inlet and an explosion dropped the wrecked airship and its crew into the sea, all being killed.

1709. First Rocket Glider. On Thurs. June 4, 1931, William G. Swann, 29, local stunt flier, flew the first rocket glider in aviation history from Steel Pier. Only a single rocket was used, and it carried the glider with Swann at the controls 1000 feet at 100 feet height to a perfect landing. The machine was built as a Pier attraction.

1710. First Local Airplane License. Glenn H. Curtiss obtained the first local airplane license for passenger flight Thurs. June 8, 1911.

1711. Army Air Service. The U. S. Army Air Service was established on Sat. July 18, 1914.

1712. Pomona Air Field. The Atlantic City Airport at Pomona, located on the 5500-acre tract of the Atlantic City Water Department, at the junction of English Creek-Pomona roads and Tilton road, was leased to the Navy on Fri. Oct. 23, 1942., for the duration of the war and six months after, with improvements scheduled to cost \$6,000,000. The Navy still uses the field to some extent, and it will be again taken over for war use in case of need. Meanwhile it is being used for all traffic purposes for which the Airport on Albany Ave. is not practical. The field at Pomona was opened Thur. May 6, 1943.

1713. Municipal Stadium. The Municipal Stadium, at Bader Field, Atlantic City Airport, was opened Fri. Oct. 22, 1948, at a cost of \$350,000.

1714. Airport Improvements. During 1949, improvements to the Atlantic City Airport brought it up to the highest rating allowed to a field of its size. Field lights, short wave radio and a control tower were installed, and additional taxiways laid out. Plans have been approved for a new administration building and additional hangars.

(See Page 88, No. 3929)

3933. Latitude and Longitude. The geographical location of Atlantic City, according to the position of Absecon Lighthouse, is 39 degrees, 21 minutes and 56 seconds North Latitude; and 74 degrees, 24 minutes and 53 seconds West Longitude. This is 18 minutes and four seconds below the Mason and Dixon Line if it were extended across South Jersey, making Atlantic City really in "Dixie," as south of the parallel of 39 degrees and 40 minutes North Latitude.

3934. Centennials. Atlantic City will celebrate the 100th anniversary of its incorporation in 1954. In connection with that will occur the 100th anniversary of the Atlantic City Post Office, and the 100th anniversary of Rail Transportation in South Jersey. Anniversary dates in 1954 include:

200th anniversary of the birth of Jeremiah Leeds, first permanent settler on the Island, born Mon. Mar. 4, 1754.

100th anniversary of incorporation of the White Horse Turnpike Company, beginning of the resort's main highway, Fri. Jan. 27, 1854.

100th anniversary of the Atlantic City Post Office, opened Tue. June 27, 1854.

100th anniversary of the incorporation of the city, Fri. Mar. 3, 1854.

100th anniversary of Rail Transportation in South Jersey, the first train crossing from river to ocean Sat. July 1, 1854.

75th anniversary of the establishment of Brighton Park, along the Boardwalk, deeded to the city Mon. Sept. 29, 1879.

75th anniversary of the graduation of the first class from Atlantic City High School, June, 1879.

60th anniversary of the Beach Park Act enabling the city to create its Beach Park, Thur. Apr. 26, 1894.

50th anniversary of the Atlantic City Fire Department, organized as a paid department Mon. Apr. 4, 1904.

25th anniversary of the dedication of the Auditorium, Friday, May 31, 1929.

75th anniversary of the invention of the electric incandescent lamp by Thomas A. Edison, which will be celebrated by the Edison Electric Institute in Atlantic City as the Diamond Jubilee of Electric Light, Tue. Oct. 21, 1879.

3935. The 1954 Association, Inc. To provide historical research for and stimulation of celebrations of the various anniversaries possible throughout South Jersey as well as in Atlantic City in 1954, The 1954 Association was created as a non-profit corporation on Wed. Apr. 14, 1948. Incorporators were: Edwin L. Schwatt, president; Frank M. Butler, secretary; Harry B. Smith, treasurer; George T. Mauk and Kenneth L. Ayre. The corporation will not attempt to promote or direct any celebration whatever, but simply to point out the celebrations that are possible and stimulate observance in every municipality of South Jersey.

Founding of Atlantic City

1800. Chronology.

First permanent settlement, 1783.

First resident purchase of land, Sat. Jan. 7, 1804.

Jeremiah Leeds born Mon. Mar. 4, 1754.

First child born on the Island, Fri. May 2, 1828.

First boarding house, 1838.

Dr. Jonathan Pitney born, Sun. Oct. 29, 1797. Settled in Absecon, 1819.

Railroad charter obtained Fri. Mar. 19, 1852.

Railroad company (Camden and Atlantic) organized Thur. June 24, 1852.

Trains ran as far down as Hammonton from Camden in 1853.

First map of city completed Sat. Dec. 25, 1852.

Name Atlantic City adopted Sat. Jan. 15, 1853.

Staking out streets begun Sun. May 8, 1853.

First commercial hotel opened Summer of 1853. Torn down 1902.

Atlantic City incorporated Fri. Mar. 3, 1854.

First city election Mon. May 1, 1854.

First business meeting of City Council Thur. Sept. 7, 1854.

First city scrip issued Fri. Feb. 15, 1856.

City limits extended from Iowa to Jackson Aves., Fri. Apr. 2, 1869; extended north to Jonathan's Thoroughfare, Thur. Mar. 29, 1917.

Two wards created July 27, 1881; four wards, Tues. and Wed. Jan. 6, and 14, 1891.

1801. First Permanent Settlement. Jeremiah Leeds, a lieutenant in the Colonial Army, was the first permanent settler on Absecon Island, on which Atlantic City, Ventnor, Margate and Longport stand. He is said to have come here in 1783 from Leeds Point, to establish a home in what was then a complete wilderness. He built a log cabin and cleared a field approximately where Union Station now stands, and the block now called Columbus Plaza was a part of his farm.

Leeds was born in Leeds Point Mon. Mar. 4, 1754, lacking one day of a century before Atlantic City was incorporated.

He married Judith Steelman Sun. Dec. 8, 1776, by whom he had six children. His first wife passing away, he married in 1816 Mrs. Millicent Steelman Ingersoll, 24; his age being 62. Four children were born of this marriage.

He maintained a home on the mainland where all but the last of his children were born, This one was Robert B. Leeds, born Fri. May 2, 1828, who became the first postmaster of Atlantic City. The last child born on the mainland was Chalkley S. Leeds, elected first mayor of Atlantic City. Robert B. Leeds was the first child born in what is now Atlantic City.

1802. First Resident Purchase of Land. Jeremiah Leeds made his first purchase of land in what is now Atlantic City on Sat. Jan. 7, 1804. He continued to buy up adjoining areas until by 1816 was said to own nearly all the land on which Atlantic City was established; but before the new resort was laid out he sold much of it to various others including the Camden and Atlantic Land Company which had been incorporated Thur. Mar. 10, 1853, to handle the real estate development brought about by the coming of the Camden and Atlantic Railroad.

1803. First Hotel. In 1830, Jeremiah Leeds moved his original cabin home to what later became the intersection of Massachusetts and Madison Aves.; and built a new house nearby. In this larger home, he acted as host to visiting hunters and fishermen, furnishing meals and lodging when necessary; and when he died, in 1838, his widow, Mrs. Millicent Leeds, extended the business so that eventually the Leeds home became known as the Atlantic House, the first hotel.

1804. The "Father of Atlantic City." In 1819, Dr. Jonathan Pitney, then 22 years old, rode his horse from Mendham, Morris County, to set up practice in Absecon. He soon became acquainted with the Leeds family and was a frequent visitor to the Island, which he found had a salubrious climate that appeared to make an ideal spot for a health resort.

Working on this idea for many years, Dr. Pitney knew that the only way in which a resort could prosper on Absecon Island was by obtaining quick and sufficient transportation from the centers of large population, such as Philadelphia and its environs. This meant a railroad; and at the time there was but one railroad line in the state, from Camden to Amboy, car-

rying traffic between Philadelphia and New York via ferries.

For his conception of the idea and his work in bringing it to a conclusion by the establishment of a city, Dr. Pitney has been called the "Father of Atlantic City." He was born in Mendham Sun. Oct. 29, 1797.

1805. Railroad Charter Obtained. When Dr. Pitney and his friends attempted to obtain a railroad charter from the State Legislature, in 1851, there were fewer than 10,000 inhabitants in all of the territory now included in Atlantic County, about 610 square miles; and his plea for a railroad charter through this sparsely-populated territory, with only a handful of people on the Island, met with ridicule, and was refused. Opponents of the idea dubbed his proposed rail line the "Road to Nowhere."

Dr. Pitney and his chief supporter in the railroad plan, Samuel Richards, proprietor of the Weymouth Iron Works, persisted, and tried the following year to get a charter. Legislative opponents finally granted it, on Fri. Mar. 19, 1852, to "get rid of him," believing the road would never be built.

1806. Camden and Atlantic Railroad. With the help of iron and glass manufacturers in the area a railroad would serve, the Camden and Atlantic Railroad Company was organized on Thur. June 24, 1852, to build a single-track line from Camden to Absecon and on across the meadows to the new resort then being planned. By 1853, the new line was completed as far as Hammonton and was in use for passenger and freight service.

1807. Laying Out the New Resort. Following organization of the Railroad Company, surveys were started for a city, and the first map of the streets was completed on Sat. Dec. 25, 1852, by John L. Rowand, engineer for the Land Company.

1808. Origin of the Name. When Richard B. Osborne chief engineer for the Railroad, looked over the new map, he cast aside suggestions that had been made to name the resort Ocean City, Strand, Surfing, Bath and various others, and lettered it Atlantic City. Presenting this to the board of directors, on Sat. Jan. 15, 1853, his selection of a name was immediately approved; and on Sun. May 8, 1853, work began on staking out the streets.

1809. First Commercial Hotel. Thomas Bedloe erected the first commercial hotel, the Bedloe House, on the north-west corner of Massachusetts and Atlantic Aves., in 1853 (torn down 1902), and others quickly set about planning hotels, homes and business buildings.

1810. Seven Houses before 1850. When Dr. Pitney started to work for a railroad charter, there were but seven houses in the area he expected to make a city. Andrew Leeds, a son of Jeremiah, lived at what is now the north end of Florida Ave.; John Bryant had a home and salt works where the Inlet Channel now flows; Chalkley Leeds had built near his mother's home; James Leeds' house stood near what is now the intersection of Arkansas and Arctic; Richard Hackett, who married Judith Leeds, built on Baltic Ave., between Tennessee and New York; and Ryan Adams' home was at Delaware and Arctic.

1811. The Founders of Atlantic City. Eleven men have been designated by early historians as the Founders of Atlantic City. They were: Jonathan Pitney, Samuel Richards, Enoch Doughty, Andrew K. Hay, John C. DaCosta, Stephen Colwell, Joseph Porter, William Coffin, William W. Fleming, all directors of the railroad; and Walter D. Bell and Richard B. Osborne.

1812. Atlantic City Incorporated. Atlantic City was incorporated on Friday, Mar. 3, 1854. The first municipal election was held on Mon. May 1, 1854, and the population was so small that only 18 ballots were cast in the cigar box tied with yellow ribbon which served as a ballot box, in the home of Ryan Adams.

1813. First Council Meeting. The first meeting of City Council at which any business was transacted was held on Thur. Sept. 7, 1854. Two previous attempts had been made, but at the first, Thur. June 29, no quorum could be gathered; and at the second, Mon. July 3, there was no one qualified to administer the oath of office.

1814. Issue Scrip for Improvement. One of the first problems facing the city authorities was to drain and fill the low spots that bred mosquitoes, and reclaim the land for building purposes. City scrip in the amount of \$1500 was issued on Fri. Feb. 15, 1856, for this purpose.

1815. City Limits Extended. As the original western limit of the city was set at Iowa Ave., it was seen by 1869 that more land should have been included, and the Legislature permitted Atlantic City, on Fri. Apr. 2, 1869, to take in all of the Island down to Dry Inlet, now Jackson Ave.

The northern limit had from the first been Beach Thoroughfare, the inlet waterway dividing the Island from the mainland. On Thur. Mar. 29, 1917, the Legislature allowed the city to push its line out to Jonathan's Thoroughfare, which is marked by the fourth bridge on Albany Ave., and the bridge next south of the Delilah road cross-over on Absecon Blvd.

1816. Wards Created. The first division of the city into wards was made on Wed. July 27, 1881, Tennessee Ave. being made the line between the 1st and 2nd Wards. On Tue. Jan. 6, 1891, the 2nd Ward was divided into 3rd and 4th at Michigan Ave.; and on Wed. Jan. 14, 1891, the 1st Ward was divided into 1st and 2nd at Maryland Ave. These ward divisions still continue.

1817. Area, 10,528 Acres. The total area of land and water included within the city limits of Atlantic City is 10,528 acres. The eastern limit lies on Brigantine Island, about one-half mile beyond Inlet Channel, taking in the bridge. Much of this area is water and meadow, so that land actually built upon covers approximately 3000 acres.

1818. Suburbs of Atlantic City. Ventnor, Margate and Longport, adjoining Atlantic City to the westward on Absecon Island in an unbroken line, seem as one continuous community covering the Island. Brigantine, on Brigantine Island, is connected to Atlantic City by a bridge to the eastward. All five resorts are inter-locked in business and employment, but have their separate governments and municipal facilities.

1819. Ventnor is the largest of the suburbs, extending from Jackson Ave., (4800) to Fredericksburg Ave., (7400). It was named for Ventnor, Isle of Wight, England, and was incorporated as a city Wed. Mar. 18, 1903, with a councilmanic form of government. Its first mayor was Alfred C. McClellan, and the present mayor is Warren E. Titus. Its population by the 1950 Census is 8104, with 4664 registered voters.

1820. Margate, lying between Fredericksburg Ave., (7400) and Coolidge Ave., (9800) also was named for an English seaside resort. It was incorporated as the Borough of South Atlantic City on Tue. Aug. 4, 1885. James A. Rider was the first mayor; and the present mayor is Eugene A. Tighe, Sr. On Fri. Apr. 23, 1897, it was re-incorporated as the City of South Atlantic City. The name was changed to Margate on Tue. Apr. 20, 1909. A three-man commission government was adopted on Tue. July 25, 1911. Its population by the 1950 Census is 4780, with 2732 registered voters.

Rider died at age of 105, Fri., Aug. 9, 1935.

1821. Longport, extending from Coolidge Ave., (9800) to Great Egg Harbor Bay, was owned prior to 1882 by James Long, from whom it gets its name. The land was purchased in 1882 by Matthew S. McCullough, who became its first mayor when it was incorporated as a borough on Mon. Mar. 7, 1898. The present mayor is Leon Leopardi. Longport adopted a three-man commission form of government on Tue. June 18, 1912. Population by the 1950 Census is 645, with 350 registered voters.

1822. Brigantine Island received its name from the fact that a vessel of the type known as a brigantine was wrecked on its shores two centuries ago. Originally, it was divided into two islands by Quarters Inlet, since filled up by tidal action. The section nearest Atlantic City was first named Peter's Beach from Peter White who made an original survey in 1724. The community was incorporated as the Borough of Brigantine Beach on Tue. June 3, 1890. Its first mayor was Alfred B. Smith; and the present mayor is Joseph R. Spero. Re-incorporated as Brigantine City on Fri. Apr. 23, 1897, the name was changed to the City of East Atlantic City on Thur. Apr. 9, 1914. The name again was changed to the City of Brigantine on Thur. Mar. 6, 1924; and a three-man commission form of government was adopted on Tue. Feb. 3, 1931. Its population by the 1950 Census is 1284, with 760 registered voters. For Brigantine Bridge see Nos. 1419 and 3109.

1823. Biggest Margate Fire. Palatial home of Carroll Rosenbloom, Lancaster and beach, Wed., Dec. 27, 1950, in sub-freezing weather. A. C. and Ventnor apparatus also used.

Traffic Control

1900. Chronology.

- First traffic lights on Pacific Ave., Thur. Aug. 9, 1923.
First traffic lights on Atlantic Ave., Sat. July 12, 1924.
Police Accident Bureau starts Mon. Jan. 2, 1922.
Traffic lights under automatic control Sat. May 29, 1925.
Control moved to tower of City Hall Mon. Sept. 15, 1930.
Police teletype starts Mon. Sept. 21, 1931.
Two-way radio in prowl cars starts Sat. Aug. 18, 1934.
First use of radio by motorcycle police, 1937.
Traffic and Accident Bureaus combined Sat. June 1, 1946.

1901. First Use of Traffic Lights. The first street traffic lights used in Atlantic City were set up at the intersections of Tennessee and Atlantic and Tennessee and Pacific Aves., on Thur. Aug. 9, 1923. These were street semaphores operated by hand by the traffic policemen on duty. Prior to that semaphores without lights had been in use for some time.

1902. Extension Up and Down Avenues. From that date, lights were located at each intersection on Pacific Ave., and a tower was erected at Tennessee Ave. to operate all simultaneously. On Sat. July 12, 1924, a similar system was ready for Atlantic Ave., with control from a tower in the center of the street at South Carolina Ave.

1903. Automatic Control. With traffic officers still in the towers to operate the flashing signals for passage of fire apparatus, all lights were placed under automatic control in the street towers Sat. May 29, 1925. Lights were placed on Arctic Ave., 1925; Baltic Ave., 1926.

1904. Control in City Hall Tower. Centralization of control of all traffic lights in the city, covering all intersections where lights were considered necessary, was accomplished by moving all controls to the tower of City Hall Mon. Sept. 15, 1930.

1905. Police Accident Bureau. The Police Accident Bureau was opened in Police Headquarters Mon. Jan. 2, 1922, and is now combined with the Traffic Bureau under one head.

1906. Traffic Bureau. The Traffic Bureau was created on Sat. June 1, 1946, with Capt. William Mulloy in charge of it and the Accident Bureau. State Police and State Motor Vehicle officials have said that this combined bureau is one of the best of its kind in the State.

1907. Location of Traffic Lights. Suspension of traffic signal lights over the driveway, as they have been located since the inception of stationary lights, is contrary to State law, which requires traffic lights to be on street corners. As Atlantic City had the first comprehensive light system in the State, and its capital investment is very high, together with the fact that these lights have given satisfaction, the city has been allowed, so far to continue; but experiments have been made with other methods, and a change may come within a year.

1908. Flashing Signals for Fire. Atlantic City has always used a flashing signal of three minutes duration to stop traffic for the passage of fire apparatus, the amber light being used. A change to red instead of amber, or red and amber together is contemplated. Traffic is required to stop and vehicles to pull to the curb and stay out of traffic lanes until the flash stops.

1909. Police Teletype. Atlantic City is connected by police teletype with the New Jersey State Police so that an eight-state alarm may be sent on stolen cars or other criminal matters. This service began on Mon. Sept. 21, 1931.

1910. Radio Prowl Cars. Atlantic City began using radio prowl cars equipped with two-way sets Sat. Aug. 18, 1934. Lawrence J. Smith, police radio technician, has been with the department since 1934, and has made in the police radio shop all the sets so far used except the first and last lots.

1911. Motorcycle Radio. Smith was the first man in the United States to develop an efficient pocket radio receiving set for use by motorcycle police and foot patrolmen. The motorcycle squad was equipped in 1937; and successful experiments have been made for foot patrol use, but this has not been adopted as yet. Two-way radio started Mon., Feb. 28, 1949, on local police motorcycles. This is unique in the United States, having the receiver as a head-set so that the officer gets calls at any distance from the cycle.

1912. Police Headquarters. The present Police Headquarters, on N. Tennessee Ave., opened in January of 1924. The building was erected in 1902 as a fire station, and prior to 1924, police occupied the adjoining quarters now used by the District Court. An emergency radio generating outfit is maintained so that any possible interruption of central station current will not prevent continuous use of police radio.

1913. City Gives M. P. Radio Service. In February of 1945, while many hotels were in use by the Army, the Police Department furnished pocket radios similar to those used by city motorcycle police to the Military Police, and M. P. Headquarters had radio communication with the city police headquarters. It was said that no other such radio service was given the Military Police in any part of the United States.

1914. Parking Meters. The area covered by parking meters in Atlantic City includes practically all streets between Virginia and Missouri, from the north side of Atlantic to the Boardwalk, and including Columbus Plaza. The meters were first put into use Mon., Aug. 2, 1937, and the average number operated has been about 1100. Beginning in December of 1950, 104 twin meters taking up to five nickels at a time were installed in Columbus Plaza. In the first five years, the receipts totalled more than double the cost of the meters, installation, maintenance and policing. The total receipts to Jan. 1, 1952, were \$614,322.59. It is estimated that the city's net profit has been around \$250,000. Costs now run around 35 to 40 per cent of the income.

With most of the receipts over \$600,000 representing fines for overtime parking, this means that the equivalent of 12 million nickels were put in the meters in 15 years. These meters cover only about five percent of the city's entire parking space.

1915. Safety Islands. The first use of the safety island for pedestrians on Atlantic Ave. was on Thurs., Sept. 1, 1921. The traffic island at Providence Ave. was built during 1951.

1916. First Traffic Semaphore. The first hand semaphore to direct traffic on Atlantic Ave. was operated by Charles E. Ernest in 1916.

3919. Rolling Chairs at Centennial. The rolling chair a means of transportation other than for invalid use was not an Atlantic City invention, as has heretofore been supposed. It was in use, under the name rolling chair, at the Centennial Exhibition, in Philadelphia, in 1876, with several renting stations furnishing chairs and pushers to those who did not care to tour the Exhibition on foot.

3929. First Air Passenger Service. Pilot Robert Hewitt, in an Aeromarine Flying Boat, Model 50-S, carried Mrs. J. A. Hoagland and Miss Ethel Hodges from Atlantic City to New York in the first passenger service by air, claimed to have been the first in America, Sat., May 3, 1919.

3980. Theatre Opening Dates:

Alan, 7-1-37.

Apollo, as a playhouse, 4-17-08; as a movie, 3-10-34;
as Academy of Music, 1892.

Astor, 5-16-31; as Liberty, 7-5-13.

Capitol, 1919.

Cinema, 6-29-40; as Park, 1914. To Shore 3-8-52.

Colonial, 7-2-13.

Embassy, at New York Ave., 6-7-41; at 1328 Atlantic, 1-17-31; City Square, op., 4-16-12; cl. 1-17-29.

Globe, 1918; as New Nixon, 7-14-13.

Hollywood, 11-2-34; as Aldine, 1925; as Royal, 1909;
as Empire, 7-1-98; as Myers' Music Hall, 1896.

Lyric, 1926; as Central, 1912.

Margate, 6-25-38.

Palace, 3-1-25; as Strand, 1921; as Cozy, 1914; as Surf, 1951.

Shore, 2-28-47; as Empress, 8-6-41 to 12-16-41; as Beach, 1952.

Stanley, 7-3-25.

Strand, 3-20-25; as Criterion, 1910.

Ventnor, 7-8-22.

Virginia, 1914.

Warner, 6-19-29.

(Old Savoy, 11-2-03; as Cort, 1917; as Wood's, 7-1-20. Grand Opera House, op., 1888, burned, 1893.)

Weather

2001. South Jersey Weather. It is common today to hear the older people say that the seasons have changed; that we have no more "old-fashioned Winters;" and that the weather generally is different from what it was in the old days. Old records show that this same idea has been expressed for more than three centuries; and that each succeeding generation thinks it sees something new; but that similar variations have been noted ever since the first white settlement. Here is proof.

Thomas F. Gordon in his *History of New Jersey*, published in 1834, says of the climate, in part: "Alternations of cold and mild Winters, of hot and cool Summers, of early and late commencement of frosts, of drought and superabundant rain, have been continued from the earliest period to which our knowledge of the country extends. The facts appear to be that in New Jersey no two successive years are alike; and that even successive seasons and months differ from each other every year."

He continues with a description that might have been written today: "The warmest weather usually comes in July; but intensely hot days often are felt in May, June, August and September. The transitions from heat to cold, and vice versa, often are sudden and sometimes to a very distant degree. There are few Summer months in which fires are not agreeable in some part of them. The violent heats of Summer or the extremes of Winter lows seldom continue for more than two or three days. The wind and weather rarely hold in one point or one kind for 10 days together. It is a rare thing for a vessel to be wind-bound for a whole week, the wind seldom holding in one point more than 48 hours.

"The coldest weather is from the middle of January to the middle of February; but sometimes in Winter it is very mild. Garlic was tasted in butter in January of 1781; the leaves of the willow, the blossom of the peach and the flower of the dandelion were all seen in February of 1779. In February of 1828 we gathered flowers in an unprotected garden, and saw cattle cropping good pasture in the fields. In Decem-

ber of 1774 there were apple trees not only in full bloom but bearing small apples."

2002. Atlantic City Weather Bureau. The Atlantic City Station of the U. S. Weather Bureau was established in the U. S. Life Saving Station, S. Vermont Ave., Wed. Dec. 10, 1873. The record for that day, written by William A. Slater, first local observer, says: "Cloudy and cool, with fresh north-west winds."

On Sat. Oct. 5, 1878, the bureau was moved to the Ap-sley Cottage, 10 S. Rhode Island Ave. It was moved again to the First National Bank Building, North Carolina and Atlantic, Thur. Dec. 1, 1887; to the Real Estate and Law building, 1421 Atlantic, Mon. Apr. 1, 1889; and to its present location, 23 S. Rhode Island Ave., built for the purpose, Wed. Jan. 22, 1902. Samuel Deitch, present observer, took charge Tue. Mar. 15, 1932. Dominic Grady, his present chief assistant observer, started with the Bureau Sat. Feb. 1, 1930.

2003. Extremes of Temperature. The highest temperature ever recorded in Atlantic City was 104 degrees Thur. Aug. 7, 1913. Second highest 102 Mon. July 21, 1930.

The lowest temperatures here were: Nine below zero Fri, Feb. 9, 1934; seven below zero Mon. Dec. 30, 1889; seven below zero Sat. Feb. 11, 1899; five below zero Mon. Jan. 16, 1893; five below zero Sun. Dec. 30, 1917.

2004. Worst Drop in Temperature. On Tue. Mar. 29, 1921, the thermometer here stood at 26 following a high of 84 on the preceding day, a drop of 58 degrees in 15 hours. Not the greatest drop, but did vast damage to blossoms already out.

2005. Lowest Recording in the Area. A freak of temperature that was registered only in a narrow belt on the mainland sent the official U. S. Weather Bureau instrument in the Atlantic City Water Works Pumping Station, on Shore Road, down to 23 below zero Sun. Jan. 11, 1942. An unofficial reading at the same time in Linwood was 26 below zero. At that hour, the temperature at the Atlantic City Weather Bureau was 10 above zero.

2006. Longest Period of Sleighing. The Winter of 1892-93 provided the longest continuous period in which

sleighting was possible every day in Atlantic City. The total snowfall from Dec. 1, 1892, to Apr. 1, 1893 was 34.5 inches.

The temperature dropped to five below zero Mon. Jan. 16, 1893. During January and February the thermometer seldom reached up to the freezing point, hovering nearer to zero for weeks. No rain fell in appreciable quantity until April, and snow stayed on the ground at sufficient depth for good sleighting for about 13 weeks.

2007. The Cold Winter of 1857-58. Although no official records were kept here at the time, historians have described such a Winter in 1857-58 as never has been duplicated since the Weather Bureau was established. December started with snow and intense cold; the Inland Waterway was frozen three to six feet deep. Rushing tides swept large vessels onto the meadows. The bridge of the Camden & Atlantic Railroad was lifted by ice and tides, and snow piled high on the tracks, with icebergs 20 feet high on the beach. No train service was possible for weeks.

Weather Records from Atlantic City Weather Bureau Files:

2008. Heaviest 24-hour rain 9.21 inches Thur.-Fri., Oct. 8-9, 1903.

2009. Heaviest rainfall in a single hour 3.98 in., Mon. Aug. 21, 1933; two hours, 5.15 in.; 30 min., 2.66 in.; 15 min., 1.45 in.; and for the day 8.12 in.

2010. Heaviest 3-day rain 12.83 in., in 72 hours, Wed.-Fri. Sept. 4-6, 1935.

2011. Heaviest rainfall in one month 14.87 in., Aug. 1882.

2012. Lightest rainfall in one month .01 in., Sept. 1941.

2013. Heaviest rainfall in one year 62.20 in., 1948; second heaviest 61.11 in., 1903.

2014. Lightest rainfall in one year 28.13 in., 1900.

2015. Highest number rainy days one year 143 in 1880.

2016. Lowest number rainy days one year 99 in 1931.

2017. Average number rainy days per year 122.

2018. Average annual precipitation 40.79 inches.

2019. Total rainfall Hurricane of Sun.-Thur. Sept. 8-12, 1889, 1.42 in; Hurricane of Thur. Sept. 14, 1944, 2.85 inches. See Nos. 3201 and 3202.

2020. Heaviest snowfall in one day 18 inches, Mon. Feb. 17, 1902.

2021. Heaviest snowfall in one storm 21 in., Sat.-Tue. Feb. 11-14, 1899.

2022. Heaviest snowfall in one Winter 51.2 inches, 1898-99.

2023. Lightest snowfall one Winter 1.5 inches 1918-19.

2024. Average annual snowfall 15 inches. Snowfall per Winter has been less than 15 inches more than two-thirds of the years since the Weather Bureau was established here in 1873; in 24 years not over 10 in.

2025. Coldest Winter mean of 33 degrees 1874-75.

2026. Mildest Winter mean of 43.8 degrees 1931-32.

2027. Average mean Winter temperature, Nov. to Mar. 38.1.

2028. Hottest Summer mean 73 degrees, June-Sept. 1932.

2029. Coolest Summer mean 67.6 degrees June-Sept. 1879.

2030. Average mean Summer temperature, June-Sept. 70.1.

2031. Highest mean annual temperature 55.8 degrees in 1931.

2032. Lowest mean annual temperature 49.1 in 1875.

2033. Average mean annual temperature 52.8 degrees.

2034. Earliest known date of killing frost Wed. Oct. 18, 1899.

2035. Latest known date of killing frost Thur. Apr. 30, 1874.

2036. Average date of first killing frost in Fall Nov. 1.

2037. Average date of last killing frost in Spring April 10.

2038. Longest known growing season 260 days in 1945.

2039. Shortest known growing season 173 days in 1899. (Even this is equal to a season stretching from April 20 to Oct. 10; while the longest would equal from March 8 to Nov. 23).

2040. Highest wind velocity ever recorded here 82 miles per hour Thur. Sept. 14, 1944.

2041. Worst hail storm Fri. May 26, 1916, hail the size of robins' eggs fell for 11 minutes in thunder shower covering the ground to a depth of almost one inch. Hail here is extremely rare.

2042. Four snows rated as blizzards in Atlantic City occurred: Fri. Jan. 15, 1886, six inches; Mon. Mar. 12, 1888, 9.6 inches; Sat.-Tue. Feb. 11-14, 1899, 21 inches; and Sat. Apr. 3, 1915, six inches. High winds and low temperatures made these snows severe despite the shallow depth on a level; but only four such storms in 75 years. There have been less than 100 notable rain and snow storms in that period.

Other memorable storms (See also Nos. 3201-3202-3204-3206) **were:**

2043. Wed. Jan. 9, 1884, severe northeaster did great damage along the coast, driving the schooner Robert Morgan on our beach on a 40-foot wave and wrecking the beachfront from Pennsylvania to Illinois Aves. (See No. 1307).

2044. Fri. Jan. 15, 1886, a near-blizzard with very high winds that swept away what was left of the old West Jersey Pier and caused considerable other damage along the Boardwalk.

2045. Sat. Aug. 7, 1886, heavy rains washed out railroad tracks and stalled trains for several hours.

2046. Sun. Nov. 25, 1888, "a terrific storm in severity and damage unequalled in the history of the city," said the newspapers.

2047. Sat. to Tue. Oct. 10-13, 1896, "highest and worst storm tide since the hurricane of 1889, meadows covered with high seas, mail brought in by boat."

2048. Sun. to Tue. Oct. 24-26, 1897, no trains for three days, meadows covered with white caps.

2049. Sat. Oct. 10, 1903, several hundred feet of Young's Old Pier washed out; many vessels damaged; part of pier cast up on Ocean City beach; seven Boardwalk business places wrecked; Brigantine Railroad bridge over Grassy Bay demolished; over six inches of rain in 12 hours.

2050. Tue. Mar. 3, 1914, heavy snow with drifts six to eight feet, no suburban trolleys could run, and no mail or milk come in.

2051. Weather Predictions. Due to its location on an island, Atlantic City frequently has very different weather, both in temperature and precipitation than the adjacent mainland or other territory in the same latitude.

Temperatures often run from 10 to 20 degrees lower in Summer and 10 to 20 degrees higher in Winter than exist in much of the Delaware River territory and further north up to New York City.

Winds from the Northwest, West, Southwest and South usually bring clear, or at least non-rainy weather at any time of the year; except that thunder storms which follow a day of excessive heat comes generally from the Northwest; sometimes from Southwest.

Winds from the North or an East quarter may presage storm. If the sun sets clear at night, the following day is very apt to be without storm, even though it may be cloudy and look threatening early in the morning. If the sun sets among clouds—not thunder clouds—and the early morning seems bright with red skies, rain may come within a few hours.

Hot, dry land breezes from the Northwest in early morning often shift to South with cooling effects by noon. If the sky is solidly overcast early in the morning with heavy clouds of uniform color and with out a rift, a storm is likely to follow. Broken clouds, although covering the entire sky in the morning, are likely to clear by noon. Rain that starts soon after daylight, or before, is likely to stop by noon. Weather predictions in the morning newspapers are made at 8 o'clock the night before, and may not be at all reliable as conditions change rapidly.

2052. The Cooling Winds of Atlantic City. According to a Wind Web made up by Erwin L. Schwatt, aeronautical engineer, the winds that make Atlantic City cooler in Summer than other areas in the same latitude blow 67 per cent of the year. North, northeast and east winds, possible, but not necessarily storm quarters, but very cooling in Summer, blow 35 per cent of the year. South and southeast winds, mostly with little or no rain, cooling in Summer and mild in Winter, blow 32 per cent of the year. Land breezes that bring warmer weather in Summer, but not as warm as adjacent areas on the mainland, blow 33 per cent of the year. These, from West and Northwest, are colder in Winter; and in Summer bring relief when they are above 20 miles per hour.

Railroads

2100. Railroad Chronology.

First Railroad (Camden & Atlantic) granted charter Fri. Mar. 19, 1852.

Camden & Atlantic R. R. Co. organized Thur. June 24, 1852.

First train to Atlantic City (special) Sat. July 1, 1854.

First regularly scheduled trains Tue. July 4, 1854.

South Carolina Ave. Station opened Sat. July 1, 1876; closed Sat. Sept. 29, 1934, trains transferred to Union Station.

Second Railroad (Philadelphia & Atlantic) opened Wed. July 25, 1877.

Third Railroad (West Jersey and Atlantic) opened Fri. July 16, 1880.

Longport trains, via Atlantic Ave., start Sun. Aug. 31, 1884.

Electric trains (West Jersey & Seashore) start Fri. Sept. 28, 1906; third-rail to Newfield discontinued when gas-electric combination cars start on line between Atlantic City and Newfield Mon. Sept. 28, 1931; third-rail removed 1932.

Philadelphia & Reading buys Phila. & Atl. (Narrow Gauge) 1883; re-opened on standard gauge Sun. Oct. 5, 1884.

West Jersey & Seashore (formerly W. J. & A.) secures control of Camden & Atlantic Thur. Feb. 22, 1883; the two merged as West Jersey & Seashore under the Pennsylvania R. R., May 4, 1896.

Pennsylvania-Reading Seashore Lines created by merger of W. J. & S. and P. & A. C. Fri. June 23, 1933.

P. R. S. L. trains begin running out of Union Station Sun. Sept. 30, 1934.

Union Station dedicated Wed. Oct. 24, 1934.

First bridge train to Philadelphia Sun. Apr. 19, 1896.

Blue Comet (New Jersey Central) starts from Atlantic City to New York Thur. Feb. 21, 1929; discontinued Sun. Sept. 28, 1941.

2101. First Railroad to Atlantic City. The Camden and Atlantic was the first railroad to Atlantic City. It's charter was granted Fri. Mar. 19, 1852. The Company was organized Thur. June 24, 1852. Track laying on Atlantic Ave. began

Mon. May 29, 1854. The line was completed from Camden to Hammonton in 1853.

The first train, carrying officials, guests and newspapermen, arrived at the uncompleted drawbridge over Beach Thoroughfare on Sat. July 1, 1854; passengers were ferried across to a waiting train on the Island and taken up Atlantic Ave. to the United States Hotel. James M. Pettit was conductor. The train consisted of three cars of 40 seats each. The seats were plain boards without upholstery; and smoke and mosquitoes made the nearly four-hour run uncomfortable. It was a single-track line, with wood used as fuel. The train on the Island side had been conveyed from the mainland on scows previously.

2102. First Regular Trains. The first regularly scheduled trains began running in and out of Atlantic City, via temporary ferry, Tue. July 4, 1854. No record of the date of completion of the drawbridge is available.

2103. First Railroad Station. The first railroad station was located at North Carolina and Atlantic Aves., and was high enough to allow trains to run through it out to Atlantic Ave., where they continued to the Inlet on the same route now used by the trolleys. This station was moved in 1876 to New Hampshire and Arctic Aves., where it served as a car barn for the street cars until 1914.

2104. South Carolina Ave. Station. On Sat. July 1, 1876, a station was opened on South Carolina Ave., above Atlantic, the new bus terminal now standing on part of its site. It was closed Sat. Sept. 29, 1934.

2105. Second Railroad. The Philadelphia and Atlantic, the second railroad into Atlantic City, was completed Sat. July 14, 1877. Its first inspection trip, carrying officials, guests and newspapermen, was made Sun. July 15, 1877. It was formally opened to the public with an excursion Wed. July 25, 1877.

This line was known locally as the "Narrow Gauge," because its rails were laid 42 inches apart instead of the standard guage of 56½ inches. The saving in cost of equipment and operation lowered fares and freight charges and brought dollar excursions. Its station, erected at Arkansas and Atlantic Aves., was built with lumber from a building of the Centennial Exhibition, Philadelphia, 1876. It was completely remodelled

and opened again Thur. May 1, 1930. The Narrow Gauge was taken over by the Philadelphia and Reading Railroad in 1883; re-opened on standard gauge Sun. Oct. 5, 1884; and double-tracked in 1889.

2106. Third Railroad. The West Jersey and Atlantic, Camden to Atlantic City via Glassboro and Newfield, ran its first train into the resort Fri. July 16, 1880. John C. Sweeten was conductor. Its station was erected on New York Ave., above Atlantic.

The name changed to West Jersey and Seashore, it secured control of the Camden and Atlantic Thur. Feb. 22, 1883; and the two were consolidated under the name of West Jersey and Seashore by the Pennsylvania Railroad on Mon. May 4, 1896. This company eventually became the owner of all physical property used by the Pennsylvania in South Jersey, including the Atlantic City trolleys, the Shore Fast Line, with cross-town buses and buses to Ocean City via Longport, also the Ocean City local buses. Its trolley and bus equipment, offices and carbarns in the Atlantic City area were sold to the Atlantic City Transportation Company Mon. Apr. 16, 1945.

2107. Electric Trains. The Atlantic City and Millville branches of the West Jersey and Seashore Railroad were electrified by the third-rail system in 1906, and the first electric train arrived in the city on Fri. Sept. 28, 1906. The entire right of way was enclosed by wire fencing to prevent people and animals getting on the highly-charged third rail.

The line was double-tracked, with trains every hour both ways, and continued to operate until Mon. Sept. 28, 1931, when the electric trains were succeeded by a gas-electric combination which did not need the third-rail. The third-rail was taken up in 1932. The station was on Tennessee Ave., above Atlantic, and later became the Public Service Bus Terminal.

2108. Pennsylvania-Reading Seashore Lines. The West Jersey and Seashore (Pennsylvania) and the Philadelphia and Atlantic City (Reading) were merged into the Pennsylvania-Reading Seashore Lines on Fri. June 23, 1933, taking in all the branches of both companies throughout South Jersey.

2109. Union Station. Union Station, at Arkansas and Arctic Aves., was built for the P. R. S. L., at a cost of \$4,000,000. It was dedicated on Wednesday, Oct. 24, 1934. Trains started running in and out of it on Sun. Sept. 30, 1934. The

block in front of it, out to Atlantic Ave., formerly used by the Reading station and trains, was deeded to the city as a public park, and later named Columbus Plaza. (See under Parks).

For plaque on front of Station, see Memorials.

2110. Longport Railroad. A branch of the Camden and Atlantic was opened to Longport on Sunday, Aug. 31, 1884, and continued to operate with steam trains of small cars known as "dummies," until 1893, when the electric trolleys were extended to Longport. The first station was at Arkansas and Atlantic, opposite Reading Station; and later the trains ran out of Tennessee Ave., the site taken over for the electric train station.

2111. Brigantine Railroad. In 1890, a single-track line was opened by the Brigantine Beach Railroad Company from Brigantine Junction, near Pomona, connecting with the Reading tracks. It ran through Oceanville, just above Lily Lake, and was 14 miles long, with a station at Shore Road.

It had a 2000-foot trestle across Grassy Bay, between Tare Trowsers Creek and 2nd St., Brigantine. This trestle collapsed from a storm tide, Sat. Oct. 10, 1903; and service to Brigantine ended except transfer by boat across the bay. Service between Oceanville and Brigantine Junction ceased in November of 1904; and the tracks were taken up in 1907.

2112. Delaware River Bridge. The first "bridge" train out of Atlantic City to Broad Street Station, Philadelphia, over the Delaware River railroad bridge, ran on Sun. Apr. 19, 1896. Broad Street Station was first opened on Mon. Dec. 5, 1881.

2113. Trains to the Inlet. Camden and Atlantic trains were run to the Inlet from the first, discharging and receiving passengers at points near the large hotels on Atlantic Ave. These avenue stops were discontinued in 1884; and trains stopped running to the Inlet in 1889 after electric trolleys started. Reading trains were run on Baltic Ave., with stations at several streets, up to Massachusetts Ave., until about 1925.

2114. The Blue Comet. The Blue Comet, "the last word in de luxe trains," started on the New Jersey Central out of Reading Station, Arkansas and Atlantic Aves., to New York City, Thur. Feb. 21, 1929. It was discontinued Sun. Sept. 28, 1941.

(More about Railroads, Page 100)

Excursion Houses

2201. First Excursion House. Camden & Atlantic excursion trains brought into Atlantic City were switched to a siding along the Surf House, occupying the block bounded by Atlantic, Pacific, Kentucky and Illinois, after that hotel was erected, in 1855. The first Excursion House was built along the north side of Atlantic Ave., between New York and Kentucky, adjoining the National Hotel, in 1857, being merely an open platform.

2202. Sea View Excursion House. On Monday, June 21, 1869, the Sea View Hotel Company opened a combined hotel and Excursion House near the southwest corner of Missouri and Pacific Aves. The rest of the block, to Mississippi Ave., and to the beach was rented to concessionaires for various amusements. This was the start of beachfront business, and excursion crowds spent most of their time in that neighborhood because its beach was the first to be protected and manned by lifeguards.

2203. New Sea View Excursion House. In 1889, a new Sea View Excursion House was established on the beach just west of Albany Ave., in an attempt to popularize that section, newly opened to development. Excursionists did not like to be so far downtown, and many of them took the electric trolleys that had started running down that far on Sat. June 22, 1889, and spent the day around the old site at Missouri Ave., and up towards the piers. The New Seaview never realized the business that was expected and was sold in 1899 for other purposes.

2204. Narrow Gauge Excursion House. The Philadelphia & Atlantic City Railroad opened the Narrow Gauge Excursion House at the ocean end of Florida Ave., west side, Sat. Aug. 25, 1877. A heavy storm tide washed out its pilings in the Fall of that year and it collapsed.

2205. Lafayette Excursion House. In the Spring of 1878, Charles Palmer converted his Lafayette Hotel, on the southeast corner of Mississippi and Pacific Aves., into what he

named the Lafayette Excursion House for the Narrow Gauge excursions, giving these people the advantage of the amusements already set up in that block.

2206. West Jersey Excursion House. On Monday, Aug. 16, 1880, the West Jersey & Atlantic Railroad opened its Excursion House on the west side of Georgia Ave., at the beach. This was the largest of the excursion houses, extending 500 feet along Georgia Ave. It was demolished in 1886 and the land sold for building lots.

The Narrow Gauge (later Reading) tracks on Mississippi Ave., and the West Jersey tracks on Georgia Ave., remained, and until late in the 1920's were used to run excursion trains to the beach, long after all the excursion houses had vanished. These tracks later came to serve the Auditorium when it was erected on the block between.

2115. Railroad Permits. Ordinances permitting railroad additions were approved as follows: Double track on Atlantic Ave., Mon., June 13, 1881; Poles and wires for electric trolleys, Wed., Dec. 5, 1888; Longport motor trains to use terminus at Tennessee Ave., Wed., Dec. 5, 1888; Tracks down Georgia Ave., to beach, Tues., Mar. 23, 1880; Tracks down Mississippi Ave., to beach, Mon., Mar. 15, 1880.

2119. Electric Third-Rail Station. Demolished Thurs., May 12, 1949.

2120. First Diesel Engine in use here Tues., April 4, 1950.

3927. First Continuous Railroad Service. Atlantic City was the first seashore resort in America to have year-around railroad service.

3959. Motorcycle Police. The first motorcycle policemen in the resort were Clarence Smith and Howard Butler, starting on duty in 1917, with Flying Merkel cycles.

3961. Women Voters and Jurors. First registration of women to vote in the county was on Tue. Sept. 14, 1920. First Grand Jury duty by women, January term of court 1921; first petit jury duty, May term of 1921.

Boardwalk Fires

2300. Chronology beginning with No. 2306.

2301. First Boardwalk Fire. The first recorded Boardwalk fire consumed the Park Baths and Parlors, Indiana Ave., Tue. Apr. 26, 1887. This was the most luxurious bathing establishment of its day, with 116 dressing rooms, library, sun parlors, lounge, library and game rooms, and a wide portico surrounding the building; erected by George F. Lee, owner of the Brighton Hotel. It was rebuilt, and later succeeded by the Brighton Casino and Baths, an even more swank establishment, also destroyed by fire, Sat. Apr. 11, 1931.

2302. The Great Fire of 1902. The worst conflagration on the Boardwalk broke out at Illinois Ave., Thur. Apr. 3, 1902, totally destroying every building along the 'Walk between Illinois and New York Aves., except the brick Academy of Music, which was gutted. Flying embers ignited Young's Pier, at Tennessee Ave., and caused considerable damage.

Twelve hotels and four bathhouses were completely destroyed: the Tarlton, Luray, Bryn Mawr, Berkeley, Stratford, Stickney, New Holland, Evard, Mervine, Rio Grande, Kenilworth and Norwood; and the large Brady, Carr, Mervine and Adams baths, together with 23 other business places and two dwellings.

2303. A Boardwalk Fire Company. On Thur. Feb. 21, 1895, the Beach Pirates Chemical Engine Company was incorporated to fight Boardwalk fires. Its own firehouse was burned down on Sat. Oct. 8, 1898, while the company was fighting the fire in the block between South Carolina and Tennessee, in which the fire station was located. (See No. 2312).

2304. Beachfront Fire Protection. With a city water supply of double the maximum demand ever placed upon it, the beachfront has additional protection from a high-pressure system that can furnish 150-pound pressure from Maine to Morris Aves., on instant notice. This high-pressure system was provided by city ordinance of Thur. Oct. 14, 1915, and completed in 1918.

Eight hotels joined in a High-Pressure Conference, headed by Albert T. Bell, of Haddon Hall-Chalfonte, to supply high pressure from their own pumps which boost the supply of 12,000 gallons per minute from the city mains to a pressure of 150 pounds to the square inch, giving fire engine pressure on the instant of an alarm, or a volume of 17,000,000 gallons per day, which exceeds the entire city's normal average use of water.

The members of the Conference were St. Charles, Galen Hall, Breakers, Haddon Hall-Chalfonte, Traymore, Brighton, Marlboro-Blenheim and Dennis. There are 110 high-pressure hydrants in the Boardwalk area, each capable of delivering fire engine pressure before the engines arrive.

2305. Sea Water Impractical. Ocean water cannot be used for fire fighting unless it is taken from deep water off the end of the piers, as sand drawn into the engines ruins the pumps. In 1913 the possibilities of laying a salt water main along the beachfront were discussed, but the cost was found too great. An unlimited amount of salt water can be drawn from the Baltic Avenue drainage canal, built 1910-12, without suction of sand; but most of the canal lies over a half-mile from the Boardwalk, making it only an emergency possibility.

MAJOR BOARDWALK FIRES

2306. Park Baths and Parlors, Indiana Ave., Tue. Apr. 26, 1887.

2307. Virginia Ave., Buck & McClellan, J. B. Gray, James T. Bew, Henry Rutter and Charles E. Johnson bath-houses, and two stores, Sat. Feb. 20, 1892.

2308. New York Ave., west, Academy of Music, Somers observation wheel and merry-go-round; Haslett, Jarman, Mervine, Adams, Carr and Chamberlain baths, and four stores, Wed. June 22, 1892.

2309. Connecticut Ave., Kipple and McGuire baths, and four stores, Thur. Oct. 12, 1893.

2310. New York Ave., west, Academy of Music, Bryn Mawr Hotel, Mervine and Carr baths, and seven stores, Mon. Feb. 7, 1898.

2311. Connecticut Ave., Clausen's Shooting Gallery and eight stores; firemen narrowly missed being shot by exploding ammunition; Sat. June 25, 1898.

2312. South Carolina Ave., west, Somers Casino and Palace, Circle merry-go-rounds, Moore's and Palace baths, Dewey and Hobson Hotels, Schwamb's Hotel and rathskeller, Freisinger's Art Store, Thesan's Turkish goods, Beach Pirates Firehouse, five dwellings and 11 other business places, Sat. Oct. 8, 1898.

2313. Illinois to New York, Thur. Apr. 3, 1902. (See No. 2302).

2314. Tennessee Ave., Young's Old Pier, only the Boardwalk front saved, Fri. Mar. 29, 1912.

2315. Pennsylvania Ave., Steeplechase Pier, Strand Hotel, both slightly damaged, and Huyler's, Dittrick's Art Studio, and 10 other business places burned, 1105-1119 Boardwalk, Fri. Aug. 20, 1915.

2316. Florida Ave., Litt's Hotel, Creighton baths, Anita Theatre and six stores, 2515-35 Boardwalk, Thur. May 11, 1916.

2317. Georgia Ave., Rendezvous Park, on site of present Auditorium, fun house and other buildings, Wed. Sept. 9, 1921.

2318. New York Ave., Bal Tabarin and Moulin Rouge Cafes, Stoess Hotel, Hugo's Beauty Shop and others, Sat. Dec. 30, 1922.

2319. South Carolina Ave., east, Packer Leather Goods store, Clement's Bookshop, Thur. May 20, 1926.

2320. Arkansas Ave., west, Scattergood Amusement Parlor, Young's baths, Pennyland, Remington Arms Exhibit with 15,000 rounds of ammunitions, Prescott, Regent, Bella Napoli, Lutz and Leonard Hotels, and four stores, Tue. July 5, 1927.

2321. Missouri Ave., Columbia Hotel, 2133-35 Boardwalk, gutted, Fri. Nov. 4, 1927.

2322. South Carolina Ave., east, Richards' and Cuthbert's baths and homes and Atlantic Foto Gallery, Sun. Jan. 29, 1928. Public Safety Director Cuthbert, who has attended practically every big fire for 50 years, was in Estelville when this fire started, but was summoned by telephone. On the occasion of No. 2319, when his home was threatened, he was at a dinner and knew nothing about it until it was over.

2323. Tennessee Ave., Central Pier, only the Boardwalk front saved, Sat. Jan. 26, 1929.

2324. St. James Pl., west, Misson Novelty store and three others, Sat. Nov. 9, 1929.

2325. Morris Ave., west, Chelsea baths and five stores, 3001-11 Boardwalk, Fri. June 6, 1930.

2326. Indiana Ave., east, Brighton Casino and Baths, Huyler's, Planters Peanut, Saks Fifth Ave., and Treasure Curio Shop, Sat. Apr. 11, 1931.

2327. St. James Pl., west, L. R. Adams baths, Misson Toy store, Jeselsohn Auction shop, McCrory Apts., Mon. June 22, 1931.

2328. Pennsylvania Ave., Steeplechase Pier destroyed, including largest electric sign in the world, Ferris wheel and other amusements and six stores, Sun. Feb. 14, 1932.

2329. Albany Ave., President Hotel penthouse, Wed. May 3, 1939. (See 3013).

2330. Missouri Ave. to Columbia Pl., Bradley's Taffy store, Ruty, Sims and Miller Keno parlor, Pennyland and four others, July 4, 1939.

2331. Cambridge Ave., Ventnor, Ventnor Municipal Pier auditorium destroyed, Thur. Aug. 1, 1940.

2332. Maryland Ave., west, Virginia and Young's baths, Beach Court Apts., Nixon Apts., four restaurants, six stores, brick wall saved Virginia Theatre, Sat. Dec. 4, 1943. One fireman died.

2333. Iowa Ave., Ritz-Carlton Merry-Go-Round Cafe, Sun. Feb. 6, 1944.

2334. Tennessee Ave., Knickerbocker Hotel (now Mayflower), seven stores and damage to Central Pier, Wed. Sept. 6, 1944.

2335. Illinois Ave., Brand's Auction Gallerie, Sun. Oct. 15, 1944.

2336. California Ave., Soloff's Restaurant and Perskie Studio, Tue. May 13, 1947.

2337. Losses by Fire. No estimate of losses in money value have been given with these fires for two reasons: 1. Most of them occurred in times when costs were not comparable to

today's, so an estimate in dollars would convey no adequate idea; and 2. Estimates of losses given in fire reports seldom are true values, many times being decreased greatly afterwards.

The great Boardwalk fire of 1902 devoured two blocks, and the loss estimated at that time was less than one million dollars. Translated into today's cost figures it would be at least five million for the same buildings; and for the same two blocks of property destroyed today, with much larger buildings, it would reach perhaps double or triple that sum. Hence loss claims over a period covering more than 60 years would be valueless.

2338. Million Dollar Pier. On Tues., Sept. 13, 1949, the ballroom and other structures on Million Dollar Pier, up to 200 feet from the Boardwalk, were destroyed by fire, wrecking the enormous race horse electric sign and burning 41 rolling chairs owned by John A. Eveler.

2339. Brighton Block. Six stores east of Indiana Ave.: Bon Marche Linens, Claude Cooper Jewelry, Goodfriend Shoes, Jane Stewart Ewan Children's Shop, the Trousseau Shop, and Huyler's Restaurant and Confections, Tue., Oct. 11, 1949. All of the above and Packer's Gift Shop after repairs from the previous fire were 60 percent completed, Tues., Jan. 17, 1950. This makes four fires in the same location since 1887. See Nos. 2306 and 2326, Pages 102 and 104.

2340. "Brady" Block. Starting in the Belgium Lace Shop, in the former Brady Bathhouse building, included Sid Hartfield's Restaurant, Sydna Wynn Women's Wear, Maison Mae Millinery, Mae Bern Jewelry, Charles of Atlantic City and Steel's Fudge Shop, Tues., Nov. 6, 1951.

2341. No Major Fires in Season. There NEVER has been a single loss of life by fire, nor has even a major fire occurred, in a hotel or rooming house during the months of July, August or September, when the vast bulk of visitors are here, in the 98 years of the resort's existence. Moreover, there has been but one major fire in the Summer season within the "Parking Meter Zone," Maryland to Arkansas Aves., the center mile of Atlantic City's business district, from Atlantic Ave. to the Boardwalk. This clean record is due largely to general enforcement of the fire laws and constant vigilance of the city's Fire Prevention Bureau. (See Page 132-A, No. 3072.)

Libraries

2401. First Free Library. The first free public library in Atlantic City was opened at Chalfonte and Atlantic Aves., Fri., March 6, 1891. It was closed "for lack of patronage and support" on Mon., Nov. 23, 1891, and its 1000 books were donated to Stephen's Working Boys' Free Reading Room on Fri., Jan. 8, 1892.

2402. Stephen's Free Reading Room. This opened in the Hotel Tremont, Virginia and Pacific Aves., Mon., Nov. 2, 1891. In 1892, it moved to the rear of Ascension P. E. Church; and in 1893, occupied its own new building at 14 S. Indiana Ave., continuing until 1902.

2403. Women's Research Club Library. In April of 1899, the Women's Research Club of Atlantic City, began to collect books for a free library which was opened in the Rochford Sanitorium, on the site of the present Bell Telephone building, Wed. Jan. 31, 1900. It was conducted there about two years.

2404. Atlantic City Free Public Library. On Tue. Nov. 5, 1901, the voters of the city approved the adoption of the terms of the State Public Library Act. A board of trustees was appointed in January of 1902; and on Tue. April 29, 1902, the Atlantic City Free Public Library was opened on the third floor of City Hall, members of the Women's Research Club acting as librarians without pay.

2405. Library Site Purchased. On Mon. Dec. 1, 1902, title was taken by the city to the present Library site, at Illinois and Pacific Aves., and four rooms in the building then on the property were opened for library purposes Thur. Jan. 1, 1903.

2406. Carnegie Donates New Building. Andrew Carnegie, who then was donating funds for public libraries all over the United States, gave assurance on Thur. Jan. 22, 1903, that \$60,000 would be given for the purpose of erecting a new building. The present building was opened to the public on Sun. Jan. 1, 1905.

(County Library, See Page 111)

Post Office

(See also No. 3936)

2500. Chronology.

- First Atlantic City Post Office opened Tue. June 27, 1854.
First building erected for post office use opened Sun. May 16, 1897.
First government-owned post office building opened Sun. Aug. 13, 1905.
Present Post Office opened Mon. Feb. 22, 1937.
Private Penny-Post mail delivery started Mon. July 7, 1884.
Delivery by post office carriers started Fri. July 1, 1887.
Collection of mail by automobile from street boxes started 1910.
Thomas C. Stewart appointed Postmaster Mon. Aug. 26, 1935.

2501. First Post Office. Atlantic City's first Post Office opened Tue. June 27, 1854, in the Atlantic House, Massachusetts and Baltic Aves., with Robert Barclay Leeds as postmaster. The location was due to the fact that at its establishment Atlantic City was centered in the Inlet section. Leeds was a son of the Island's first permanent settler, brother of the city's first mayor, and was the first child born on the Island.

2502. First Regular P. O. Building. The first building designed solely for post office use in the city was erected by James Flaherty at 17 S. New York Ave., and rented to the department. It opened Sun. May 16, 1897, the equipment being moved from 1414 Atlantic Ave., by Postmaster Michael A. Devine. Prior to that, postmasters had conducted the office on premises usually rented by them for other business in seven different locations.

2503. First Government Building. The first building erected by the Post Office Department in the city opened on the southeast corner of Pennsylvania and Pacific Aves., Sun. Aug. 13, 1905. Harry Bacharach was postmaster. Thomas C. Stewart, present postmaster, was appointed Mon. Aug. 26, 1935, while the office was located in that building.

2504. Private Penny-Post Delivery. Edward S. Steltz opened a private penny-post mail delivery in the area west of Tennessee Ave., on Mon. July 7, 1884. John Adams started

a similar delivery on Sat. July 19, 1884, east of Tennessee Ave. Ansel Faunce succeeded Steltz; and Evan Hackney and Charles Bolte succeeded Adams in 1885. These carriers charged residents and business people one cent each for collection and delivery of mail, and had mail boxes on city lamp posts for collection. Penny stamps were sold to stores at 75 cents per hundred for the convenience of the public.

2505. Post Office Delivery. Regular delivery of mail by the Post Office began Fri. July 1, 1887; the carriers being John Harrold, Jr., Albert Hewitt, George S. Webb, William B. Treat, Samuel S. Conover, Thomas J. Kelly, William Culligan and Herbert Downs, all in uniform.

2506. Only P. O. Robbery. The only time the Atlantic City Post Office was robbed by professional yeggs occurred Tue. Aug. 7, 1888, less than two months after the office had moved into the Grand Opera House building, then at 1329 Atlantic Ave. The safe was blown and \$3000 in cash and stamps stolen. Dr. Willard Wright was postmaster.

2507. Ventnor Branch Post Office. Before Ventnor City was incorporated, a post office under the name of Ventnor was conducted in the home of the postmistress; but later all mail business of Ventnor and Margate was brought under the Atlantic City Post Office. To better serve the downbeach communities, the Ventnor Branch Post Office was established at Victoria and Atlantic Aves., in April of 1918. It was moved to a building erected for the purpose at 22 S. Victoria Ave., in 1922; and a new 10-year lease was executed in August of 1948. John T. Harrold, supt., is son of an original carrier.

2508. Chelsea Branch. A carrier branch was established at 2116 Atlantic Ave., Thur. June 15, 1909, to better serve the Chelsea section. It was moved in 1925 to 21 N. Arkansas Ave., and this was maintained until the opening of the new Post Office, at Illinois and Pacific, Mon. Feb. 22, 1937, when its work was combined with that of the central office.

2509. Longport Post Office. Longport always has had its own post office separate from the other three resorts. It was first opened by John Oberholtzer Mon. Aug. 4, 1884.

2510. First County Post Offices. Joseph Winner opened the first United States Post Office in what is now Atlantic County, at Somers Point, 31 years before the county was established, Wed. Jan. 1, 1806. The county was created Tue. Feb. 7, 1837; but the post office at Mays Landing, which became the county seat, was opened Tue. Apr. 1, 1806.

2511. Present Post Office. The present Atlantic City Post Office was erected on the site of the first 100-foot-high hotel built in the resort in 1890, known as the Garden Hotel, and later as Craig Hall. The cornerstone was laid on Saturday, Apr. 4, 1936; and the building was opened for use Mon. Feb. 22, 1937, under Postmaster Thomas C. Stewart.

2512. The Original Ventnor Post Office, opened several years before the city was incorporated, probably about 1896, was located at Sacramento and Ventnor Aves., in the home of Mrs. Esther S. Calvert, postmistress. Her husband, James C. Calvert, had charge of the Carisbrooks Inn in Winter.

2513. Margate Post Office. A post office for Margate, being a branch of the Atlantic City Post Office, was opened at 7 S. Franklin Ave., Tue. June 21, 1949, with Russell Risley as acting superintendent. This office, which serves the area from Fredericksburg to Coolidge Aves., resulted from a petition signed by over 1000 residents and was sponsored by the Ventnor-Margate Lions Club.

(See Pages 112-124-140-B)

Hospitals

2601. First "City" Hospital. The first record of a public hospital in Atlantic City is found in the Daily Union of Tue. June 19, 1894, which says: "The City Hospital opened this season for the first time on S. New York Ave., opposite Odd Fellows' Hall." No further record of this institution has been located.

2602. Rochford Sanatorium. The Atlantic City Sanatorium and Hospital Association, John J. Rochford, supt., opened a sanatorium in 1894 in the former Margate Hotel, on the site of the present Bell Telephone building, Mt. Vernon

and Pacific Aves. It was a four-story structure. From 1894 to 1897 it was under contract with the city to give hospital service to cases sent by city authority. In 1897, Rochford gave notice that he could not renew his contract. A meeting was called to form a public hospital association on Fri. Feb. 12, 1897.

2603. Atlantic City Hospital. On Thur. Aug. 11, 1898, the Atlantic City Hospital Association purchased a dwelling at 26 S. Ohio Ave. This was remodelled and opened as the Atlantic City Hospital on Wed. Nov. 30, 1898, with Mrs. Mary V. Kimmell as superintendent. The first patient, already under treatment when the public opening was held, was Gus Johann, 11, who had suffered a leg fracture from a fall when a goat butted the horse attached to the wagon in which he was riding. The physicians in attendance when the institution opened were Clyde M. Fish and Emory Marvel.

On Thur. Nov. 30, 1899, the Boice Annex of brick was opened, a gift of Mrs. Mary Boice Nourse in honor of her parents, Mr. and Mrs. Henry Boice. On Wed. May 1, 1901, the property at 1907 Pacific Ave., running back to the original hospital lot, was purchased. In 1907, the old frame building was moved back to Michigan Ave., and the cornerstone for a new brick main building was laid Sat. Feb. 23, 1907, fronting on Ohio Ave., and taking in the Annex. On Tue. May 26, 1914, contracts were signed for a new brick annex, completed that year. A 6-story addition which doubled the institution's capacity was opened Sat., May 12, 1928. Wed., Dec. 20, 1950, John E. VanderKlish was made superintendent. Atlantic City Hospital has an A-1 rating. Dr. David B. Allman is surgical director; and Dr. D. Ward Scanlan, medical director.

2604. Municipal Hospital. The Atlantic City Municipal Hospital for contagious diseases, at Virginia and Adriatic Aves., was opened Thur. Oct. 1, 1908.

2605. England General Hospital. The Thomas M. England General Hospital, one of the Army's largest during the war, was opened in the Haddon Hall-Chalfonte Hotels, Sun. Aug. 15, 1943. A temporary bridge was constructed between the two hotels, but was removed when they were turned back to their owners, Tue. July 2, 1946. This hospital was named for Lt. Col. Thomas M. England, who died Fri. July 23, 1943.

He had been a member of the Army Medical Corps since the Spanish-American War during which he spent 20 nights in the bed of a yellow fever patient to learn enough about the disease to combat it successfully.

2606. Children's Seashore House. Started in a small cottage on the site of the present Blenheim Hotel in 1872, the Children's Seashore House was incorporated on Tue. Feb. 18, 1873, under direction of Dr. William H. Bennett. The land was donated by Henry Disston. By 1900, there were 14 buildings, and in 1902, the property was sold to John J. White, and the institution moved to its present location, Richmond and Atlantic Aves. On Thur. Jan. 15, 1942, he will of Mrs. Peter W. Roberts, a member of the Disston family, bequeathed the institution \$4,133,458 for new buildings. A brick and steel structure with 125-bed capacity will be ready for use in 1951. Dr. Harvey N. Vandegrift is superintendent.

On Wed., Nov. 15, 1950, a bequest from the estate of Richard M. C. Livingston was announced of \$91,316.

2607. Betty Bacharach Home, Longport. Established Sun., May 11, 1926, by Isaac and Harry Bacharach in honor of their mother, Betty Bacharach, who died on Mon., Mar. 22, 1926. Dr. David B. Allman is medical director; Joseph S. Abrams, exec. sec.; Irena Měserole, supt. Over 40,000 treatments have been administered, and over 3000 boys and girls discharged as cured.

3957. County Library. The Atlantic County Library, provided by the Board of Freeholders, was opened in the old firehouse, Mays Landing, Sat., May 1, 1926; moved into an addition to the Surrogate's building, Thur. Nov. 25, 1926. It operates 33 branches and serves 53 schools outside of Atlantic City.

3968. A. C. Open All the Year. Contrary to the belief of some visitors, Atlantic City is an all-year resort, and only a very few business places, some small hotels, and a few amusements close in Winter. Beachfront hotels and most Boardwalk stores keep open all the year; and the Boardwalk is used by pedestrians every day; some of the largest crowds using the 'Walk on mild days in Winter.

3936. Post Offices of Atlantic City. The first post office was opened on the northeast corner of Massachusetts and Baltic Aves., Tue. June 27, 1854, Robert B. Leeds, postmaster.

Northwest corner New York and Atlantic, Thomas McNeelis, P. M., Mon. June 30, 1856.

Southeast corner Tennessee and Atlantic, Michael Lawlor, P. M., Sat. Sept. 27, 1858.

803 Atlantic Ave., Lewis Reed, P.M., Thur. May 30, 1861.

Northeast corner Pennsylvania and Atlantic Aves., Levi C. Albertson, P. M., Mon. Feb. 5, 1872.

1210 Atlantic Ave., Dr. Willard Wright, P. M., Wed. Apr. 14, 1886. Moved to 1323 Atlantic Ave., Thur. Mar. 15, 1888.

1414 Atlantic Ave., Levi C. Albertson, P. M., Mon. June 2, 1890; Richard W. Sayre, P. M., Thur. June 21, 1894.

17 S. New York Ave., Michael A. Devine, P. M., Mon. June 29, 1896; Harry Bacharach, P. M., Fri. Mar. 1, 1901.

Southeast corner Pennsylvania and Pacific, Harry Bacharach, P. M., Sun. Aug. 13, 1905; Harvey Thomas, P. M., Wed. July 16, 1913; William B. Loudenslager, P. M., Wed. July 1, 1914; Frank J. Moore, assistant in charge Wed. Oct. 25, 1922; Alfred J. Perkins, P. M., Mon. Apr. 16, 1923; Albert M. Simpson, inspector in charge, Sat. July 14, 1934; Thomas C. Stewart, P. M., Mon. Aug. 26, 1935.

Northeast corner Illinois and Pacific Aves., Thomas C. Stewart, P. M., Mon. Feb. 22, 1937.

(See Pages 124 and 140-B)

3990. Atlantic City Planning Board. Mayor Joseph Altman, hon. chmn.; Albert B. Johnson, chairman; Ezra C. Bell, Philip B. Gravatt, David W. B. Haining, (Arch. and Engr.), Charles Klein, Dr. P. C. Martucci, Charles Meloney and Dr. Fred Murray.

Buildings and Land

2701. First House Still Stands. While no record exists as to the first building erected after Atlantic City was laid out, the first dwelling house after the city was incorporated (Fri. Mar. 3, 1854) still stands. It was built in the Spring of 1854 by Nathaniel Webb, at 1702 Arctic Ave. For many years it was known as the Ryan Cottage, a popular guest house conducted by Mrs. Calanthe Ryan; and now is known as Wright's Hotel.

2702. First Brick Building. Aside from the Lighthouse and the keeper's dwelling, erected in 1856, the first brick building in the city was the office of the Atlantic Review, the first daily newspaper, first issued Mon. June 17, 1872. The date of erection is not known, but it was in use as early as 1876. It stood on the rear of the lot now covered by the Madison Hotel, S. Illinois Ave.

2703. First Brick Store. Edward S. Reed established the first drug store in the resort, in 1858. The original frame building was burned in 1878, and rebuilt of brick. The brick building still stands, still known as the "Reed Drug Store."

2704. First Brick Factory. Henry Disston, Philadelphia saw manufacturer, established a lumber business in Atlantic City in 1872 with a planing mill of frame construction. This was destroyed by fire Wed. Oct. 20, 1875, and a brick building was immediately erected in its place. Part of the walls of this first brick industrial building still stand in the mill of the Atlantic City Lumber Co., 22 N. Illinois Ave., which rebuilt after a fire gutted the old structure Tue. Oct. 12, 1943.

2705. First Brick Office Building. The Real Estate and Law Building, 1421 Atlantic Ave., was the first brick building, erected here exclusively for offices, in 1887. It was originally only four stories high. While the city was without a City Hall, after the fire on Thur. Aug. 17, 1893, until the present City Hall was occupied Thur. Aug. 8, 1904, it contained most of the city offices. Fifth floor added in 1922.

2706. First Brick Dwelling. The first brick dwelling was erected by William J. Moore in March of 1886. This house still is in use at 107-09 N. Tennessee.

2707. First Brick Apartments. The first brick building erected exclusively for apartments still stands at 12 Haddon Ave. It was built for Benjamin F. Devoe and Joseph L. Berkwich in 1902.

2708. Oldest Building Still Standing. The store and apartment building at the southeast corner of States and Atlantic Aves., probably is the oldest building now standing in the city. It was a wing of the United States Hotel, erected in that block in 1854.

2709. First Brick Bank. The first brick building erected for a bank with offices for rental on the second floor still stands on North Carolina Ave., back of Guarantee Trust Building. It was erected for the Atlantic City National Bank in 1881, and for several years contained the telephone exchange.

The bank first opened in a corner of Currie's Hardware store, 1216 Atlantic Ave., Mon. May 23, 1881; and erected a second brick building in 1900 at the southwest corner of Pennsylvania and Atlantic Aves., now covered by a supermarket.

2710. First Fireproof Apartments. The Santa Rita Apartments, northwest corner of South Carolina and Pacific Aves., was the first apartment building erected as fire-proof, in 1911.

2711. First Armory. Organized Sat. Mar 12, 1887, as a social-military company, the Morris Guards opened a frame armory at New York and Belfield Aves., the gift of Col. Daniel Morris, the city's first surveyor, Thur. Jan. 26, 1888. The brick building on the same spot was dedicated Wed. Apr. 2, 1902. The Morris Guards has been a leader in social and military life and was the nucleus of a volunteer company that went into camp soon after the Spanish-American War broke out, in 1898.

2712. State Armory. The New Jersey State Armory, New York Ave. and Absecon Blvd., was completed Thur. Nov. 1, 1928; and dedication ceremonies were held Fri. Oct. 25, 1929.

2713. Odd Fellows Hall. American Star Lodge, No. 248, Independent Order of Odd Fellows, was incorporated

Tue. Nov. 29, 1870. In 1892, the lodge opened a three-story brick building at 30-32 S. New York Ave., the main floor of which was designed for use as an armory. This lodge is the oldest fraternal organization in the city.

2714. Masonic Temple. Masonic Temple, Hartford and Ventnor Aves., was dedicated Sat. Dec. 10, 1927. It has an auditorium seating 1200. The cornerstone, brought from the legendary quarries of King Solomon, was laid with a trowel used by George Washington in laying the cornerstone of the National Capitol.

2715. Atlantic City Tuna Club. Founded in 1936, the Atlantic City Tuna Club is the largest sport fishing club in the United States, with more than 1400 members. Its clubhouse at 741 N. Massachusetts Ave., was burned Fri. Dec. 9, 1946; and the present building was dedicated Sun. July 4, 1948.

2716. Guarantee Trust Building. Construction was begun on this building, then known as the Bartlett building, Mon. Aug. 5, 1901. It was completed Mon. Aug. 10, 1903, the Guarantee Trust Company moving into the corner it now occupies on that day; and purchasing the building Mon. June 30, 1913, when it was re-named Guarantee Trust building. The seventh floor was added in 1927 for county offices and courts. The Trust Company opened in the old First National Bank building, on the same site, Fri. Feb. 2, 1900; and moved into the east end of the Bartlett building, completed first.

2717. First Bank on the Boardwalk. The first banking house ever to open on a seashore Boardwalk was chartered as the Boardwalk National Bank Thur. Feb. 7, 1907, in what was then Green's Hotel, west corner of Ocean Ave. This was the first brick hotel on the Boardwalk, opened as the Waldorf-Astoria Tue., June 27, 1899. The bank purchased the building Sat. Apr. 13, 1907; and after remodelling opened for business Mon. July 22, 1907.

2718. Boardwalk National Arcade. Containing 104 offices and stores, between Tennessee and Ocean Aves., the Boardwalk National Arcade, built by the Boardwalk National Corp., was opened Wed. Apr. 20, 1927. The first large building on this site was Kipple & McCann's Baths and Roof Garden, at Ocean Ave., with Ye Olde Mill, an amusement device at Tennessee Ave.

2719. Oldest City-Owned Property. The plot of land now longest under city ownership is the site of the present Maryland Avenue Fire House, Maryland and Arctic Aves. It was given to the city by Capt. Joseph Showell, sometime prior to 1868, for a city pound. On Mon. Jan. 25, 1869, an ordinance was passed by City Council providing that a pound be built in which stray animals should be impounded until the owner claimed them and paid the prescribed fee.

2720. Heights Above Sea Level. According to bench mark plates placed by the Coast and Geodetic Survey, the highest point above sea level on Absecon Island lies on Mansion Ave., 275 feet south of Pacific, and is 15.80 feet above mean sea level. The lowest point is at the intersection of Rhode Island and Independence Aves., which is only 6.06 feet above mean sea level.

The lowest step of City Hall is 9.406 feet above sea level; the lowest step of the old Post Office building, Pennsylvania and Pacific Aves., 10.18 feet; the base of Absecon Lighthouse, 8.29 feet; the intersection of Connecticut and Pacific, 8.82 feet; New York and Pacific, 9.12 feet; Illinois and Pacific, 10.18 feet. A bench mark at Longport's former Borough Hall, 15th and Atlantic Aves., shows 8.83 feet. Heights along the length of Atlantic, Pacific and Ventnor Aves., range between nine and 11 feet.

2721. Chelsea Development. The first extensive building of homes in the section now known as Chelsea was begun with the organization of the Chelsea Beach Company by Mrs. Mary A. Riddle and six other local women who ventured to develop where no man would take a chance Wed. July 18, 1883, between what are now Brighton and Montpelier Aves. Steam trains were run through their holdings to Longport the following year; and electric trolleys began serving the section Sat. June 22, 1889.

2722. Venice Park. Clarence M. Busch began laying out the section known as Venice Park in 1899, covering 42 acres on which it was intended to have canals somewhat in imitation of Venice, Italy. More extensive home building followed its sale on Sat. Sept. 23, 1911, to Louis Kuehnle and George F. Joly, Jr. Trolley cars began serving the section in 1904.

2723. Moore Tract, or West Side. The area including N. Michigan and N. Arkansas Aves., from Marmora Ave. to what is now Bacharach Blvd., was filled in by Henry D. Moore, beginning Thur. Aug. 20, 1896, and completed by Wed. Jan. 20, 1897, covering 50 acres. It was one of the best home-building developments of those days, and the section still is known as the West Side.

2724. Penrose Tract. Dr. R. A. F. Penrose filled in a tract of land between Penrose Canal, Indiana and Marmora Aves., beginning in September of 1896. Ohio Ave. was opened to the Penrose tract by Wed. Apr. 21, 1897. Much of the area is covered now by the plant of the Atlantic City Electric Company.

2725. Chelsea Heights. The Chelsea Investment Company began opening Chelsea Heights to home builders in October of 1902.

2726. City Electrical Bureau. The Electrical Bureau of the City, which handles fire alarms, traffic lights and general electrical construction and maintenance on public streets and city property was started by Dahlgren Albertson in 1892. Prior to 1922, its work was carried on in City Hall; but the present Electrical Bureau building was opened Wed. July 5, 1922.

2727. Atlantic City High School. The Senior High School, taking in the block on Albany Ave., facing Chelsea Park, was dedicated Sat. Sept. 22, 1923, built for 2100-student capacity, at a total cost of \$2,500,000. Its pipe organ, with 6000 pipes, was said at the time of erection to have been the fourth largest in the world.

2728. Junior High School. Located at Ohio and Pacific Aves., the Junior High School was dedicated as the Atlantic City High School on Sat. Sept. 14, 1901. For some years prior to that the High School had been located on N. Indiana Ave. The city's first High School was at Pennsylvania and Arctic Aves., graduating its first class in 1879.

2729. Y. M. C. A. The Young Men's Christian Association in Atlantic City was organized Mon. Feb. 10, 1902. It started in its own building at 1315 Pacific Ave., Wed. Jan. 18, 1905. Present building was dedicated Wed. July 10, 1912, by Gov. Woodrow Wilson, elected in that year as President

of the United States. The Northside Branch, at 1711 Arctic Ave., was opened Sun. Jan. 22, 1928.

2730. Y. W. C. A. The Young Women's Christian Association opened in Atlantic City in the old Logan Hotel, a 50-bedroom structure on S. North Carolina Ave., near Pacific Mon., April 12, 1920. Its Cafeteria was opened May 23, 1921. The present building was dedicated Fri. Jan. 4, 1929.

2731. Jewish Community Center. The Young Men's Hebrew Association in Atlantic City started in 1915 in a building at South Carolina and Atlantic Aves., and moved to Beth Israel Temple in 1916. The present building, at 138 S. Virginia Ave., was opened in January of 1927 at a cost of \$250,000.

2732. Housing Projects. A Federal slum clearance project, Baltic to Adriatic, Kentucky to Illinois Aves., was dedicated Sat. May 1, 1937, for 287 families, and known as the Stanley S. Holmes Village.

Chelsea Village, a private housing project, Sovereign to Hartford, Fairmount to Sunset Aves., with 261 apartments, was dedicated Sun. Feb. 25, 1940.

Jonathan Pitney Village, a Federal project, with 331 units, was dedicated Tue. Apr. 1, 1941, occupying an irregular area between Missouri and Georgia Aves., north of Arctic to Mediterranean Ave.

Two State Housing projects for veterans were turned over to the City on Thur. Sept. 4, 1947. One on N. Illinois Ave., known as Haines Village, with 32 units; and the other on Venice Lagoon, Venice Park, with 68 units.

Distomo Village, named for Distomo, Greece, destroyed by the Germans, was dedicated Mon., July 1, 1946, with 56 units. Distomo Village lies West of Albany Ave., at Filbert Ave.

Walter J. Buzby Village, in Chelsea Heights, a Federal project, scheduled to start on superstructure in June, 1952; to open Spring, 1953, 122 units.

Addition to Stanley Holmes Village, 164 units, opened Tue., May 1, 1951.

Parks

2801. The Carrere and Hastings Plan. In 1907 City Council engaged the services of Carrere and Hastings, municipal planning engineers, to lay out a plan of improvement for Atlantic City. The plan was drawn and met with approval of both government and citizens, but could not be carried out as there appeared no means of financing the cost, estimated at \$25,000,000.

Its outstanding feature was a system of boulevards, 135 feet wide, which would have made Atlantic City a motorists' paradise. At that time there were but 142,000 automobiles in operation in the entire United States; but the engineers foresaw the need of wider streets. The most regrettable point in abandoning this plan was that it provided a boulevard from Maine to Albany Aves., about midway between Pacific Ave. and the Boardwalk, a traffic relief now keenly felt, and a possibility of adding millions in taxables.

A boulevard from Atlantic Ave. to the mainland, planned to be cut between Ohio and Indiana Aves., may be considered as the basic idea later followed in creating Absecon blvd., opened in 1919, as it follows the general line then proposed excepting the inner end between these avenues.

The widening of Albany Ave. to 135 feet from Pacific to Beach Thoroughfare; and Adriatic Ave. from Virginia to Maryland, and the extension to Delaware and Mediterranean Aves., were parts of the plan carried out; as also were Chelsea Park and the Greek Temple Monument at Albany Ave.

2802. Chelsea Park. Eight parks were included in the Carrere and Hastings Plan. One of these was to be located on the plot between Atlantic Ave. and Chelsea Parkway, from Boston to Albany Aves., known then as Albany Avenue Park. On Mon. March 28, 1910, City Council adopted an ordinance providing for the purchase of this tract at an estimated cost of about \$175,000. It was this purchase that brought about widening of the street from Boston to Albany later named Chelsea Parkway. (See No. 1424).

2803. Brighton Park. This park, described in No. 44, under Boardwalk, was to have been a part of the Carrere and

Hasting Plan and the terminus of one of the boulevards. At the time the land on which the Hotel Claridge later was erected, was to have been included in the Plan.

2804. Columbus Plaza. The block bounded by Atlantic, Arctic, Arkansas and Missouri Aves., originally was part of the farm of Jeremiah Leeds, the Island's first permanent settler. It was purchased in 1877 by the Philadelphia & Atlantic (Narrow Gauge) Railroad for its station and yards. At one time a street ran south from Arctic Ave., known as Railroad Ave., along the tracks.

The block continued as station property until after the merger that created the Pennsylvania-Reading Seashore Lines and Union Station was erected back of Arctic Ave., when it was deeded to the city as a public park. It was officially named Columbus Plaza on Thur. Oct. 22, 1936; and formally dedicated to public use Tue. Oct. 12, 1937.

2805. Sovereign Avenue Park. This plot, fronting on Beach Thoroughfare, was purchased by the city under ordinance adopted Mon. Apr. 11, 1910, "for public purposes." It is described in the ordinance as: "Adjoining and eastwardly from Providence ter.; also between Fairmount Ave., Sunset Ave., Boston Ave., and Sovereign Ave.; also between Fairmount and Sunset Aves., and Montpelier and Sovereign Aves.; also on the south side of Fairmount Ave., extending 90 feet southerly therefrom between Sovereign and Montpelier Aves."

For many years this park has been used as baseball grounds, and as headquarters for the City Park Superintendent and site of the development of plants for park beautification.

2806. Inlet Park. The tract northward of Parkside Ave., lying along New Hampshire Ave., and across to Gardner's Basin, was developed by the Atlantic City Amusement Company and opened Sat. July 6, 1901, with various rides and amusements. Pawnee Bill's Wild West Show, incorporated in Atlantic City, had played there the season of 1891; and during the remaining years of the 1890's it was a baseball ground and the scene of various transient performances and fireworks spectacles. After private operation had failed to be successful with any permanent amusements, the city purchased the property by ordinance approved Tue. July 11, 1911, for \$242,000.

The City Docks line the Basin side of the park; and the inlet front is much used by fishermen.

2807. Massachusetts Avenue Park. The former Mary A. Wootton property, between Massachusetts and Metropolitan Aves., Oriental Ave. to the beach, 160 feet by 875 feet, was taken by the city under foreclosure of tax lien Tue. Aug. 8, 1944. Two vacant frame hotels were torn down, and improvement of the Oriental Ave. end as a park started in 1945.

Memorials

2901. All Wars Memorial Building. The All Wars Memorial, at 814 Pacific Ave., was erected by the City for use as a headquarters for all veterans' activities. It was opened Thur. Apr. 24, 1924. An auditorium on the second floor seats 600, and the dining room in the basement seats 280.

2902. Northside All Wars Memorial. The All Wars Memorial Building, at 1510 Adriatic Ave., was erected by the City for use as a headquarters for veterans' activities on the Northside. It was opened Tue. Aug. 18, 1925.

2903. Greek Temple Monument. Erected by the City as a memorial to Atlantic Citians who fought in World War I, the Greek Temple Monument, at Albany Ave. and Chelsea Parkway, was one of the ideas of the Carrere and Hastings Plan. At that time, it was designed for purely decorative purposes, as there was no thought then of war when the Plan was made in 1907.

The City paid Frederick A. MacMonnies \$19,000 to design a statue to stand within the Temple, known as "Liberty in Distress." It was discovered later that this statue is very similar to one made by the same sculptor for the French Government, in Paris, under the title of "France Aroused."

The Temple was built by Emile Diebitch, Inc., at a cost of \$97,039. The block of green Vermont marble on which the statue stands cost \$3200. The entire cost of Temple and statue was \$126,343.87, including architect's fees.

The Temple was erected in 1923; but the statue was not placed within it until 1929. The Temple is 124 feet in diam-

eter, with 16 Doric columns set around the exterior, and on the frieze are cut the names of battles in which local men fought.

2904. Soldiers and Sailors Monument. This monument, erected by funds obtained by popular subscription, stands in the triangular plot bounded by Atlantic Ave., Providence Ave., and Chelsea Parkway, a part of Chelsea Park. It was designed as a memorial to local men who fought in the Civil War and Spanish-American War, and was dedicated Mon. Apr. 9, 1917, anniversary of the date of Lee's surrender. The cost was approximately \$6000.

2905. Founding Monument. The Founding Monument fronting on Arkansas Ave., in Columbus Plaza, giving facts about the founding of the city, was erected by the Richard Bowen Division, Sons and Daughters of the Pilgrims, in October of 1945.

2906. Mercer Memorial Home. Mrs. J. C. Mercer gave \$40,000 in 1878 to found the Mercer Memorial Home, at Ohio and Pacific Aves. It was established to give invalid women of moderate means a few weeks outing at the seashore, and first opened in a cottage Sat. June 22, 1878. The Home was incorporated in February of 1880, and the main building was opened Sat. Aug. 16, 1884. It was rebuilt and enlarged in 1894.

2907. No Cemeteries on the Island. Due to the presence of water close to the surface of the ground, it is impractical to have a cemetery on Absecon Island. There has been but one entombment in Atlantic City since the city was incorporated, and that was in a brick vault above ground. Andrew Leeds was buried there in his own back yard, near Big Division St., Fri. Sept. 7, 1866; and the remains were moved to Pleasantville Sat. Nov. 28, 1896.

2908. Fort Clark Plaque. At 431 Carson Ave., a plaque commemorates Fort Clark, "built 1777 to protect ships anchored in Clam Creek during the Revolution. The American Privateer 'Northwind' was burned near here on (Sun.) Nov. 17, 1779." This plaque is opposite the present Coast Guard Base.

2909. Plaque to a Dog. On the face of the Union Terminal of the Pennsylvania-Reading Seashore Lines is a bronze plaque erected to the memory of "Rags" a mongrel dog that helped his master Patrolman Anthony Myura on traffic duty at Arkansas and Arctic Aves., for several years, and died with a broken heart at the age of 13 when he was kept at home because he was too old to be allowed further risk in traffic.

The plaque was provided by J. W. Hemmerle, of Pittsburgh, a Summer resident on the Island; and James O. Hackenburg, then general manager of the P.R.S.L., ordered that it be placed on the front of the \$4,000,000 terminal as a memorial to "a good railroader." It was dedicated by Mayor Thomas D. Taggart, Jr., Sat. Oct. 18, 1941.

"Rags" was buried with honors in a grass-covered plot at the switching tower in the North Yards of the railroad, where railroad men carefully tend his grave and that of "Jackie", a railroad mascot.

2910. Motley Field. The sports field on North Illinois Ave., known as Motley Field, was first put in use by the Army Air Force as a training field for the Air Corps during World War II. It was presented to the City by the Army at the close of the war, and on Sun. Aug. 25, 1946, it was dedicated as Motley Field in memory of Ferdinand Motley, crack Atlantic City High School track star of 1913 to 1916, who died in November of 1945. A stadium is to be erected on this field.

2911. Harold Brown Memorial Park. The park at Illinois Ave. and Bacharach blvd. was dedicated on Sun. Oct. 14, 1945, in memory of T/Sgt. Harold Brown, first Northside resident to die for his country in World War II. The first comfort station to be erected on the Northside was designed for this park.

2912. Chestnut Neck Monument. On Mon. Oct. 5, 1778, the British attacked the village of Chestnut Neck, defeating its handful of defenders and burning the village and shipping nearby. A monument commemorating the defense of Chestnut Neck was dedicated on the 133rd anniversary, Thur. Oct. 5, 1911. It faces the old road just off the re-located Shore road near Nacote Creek.

2514. First Margate Post Office. Alice Whittaker conducted the original Margate Post Office (then called South Atlantic City) on the south side of Atlantic Ave., at Jefferson Ave., from 1889 to 1909.

3953. Lloyd Stadium. The John Henry "Pop" Lloyd Stadium was dedicated Sun. Oct. 2, 1949, at Indiana and Huron Aves.; named for a local man who has been said by sport writers to have been one of the greatest all-around baseball players in the U. S.

2053. More Weather Data. On nine days in July of 1949, the temperature stood above 90.

Storm of Nov. 25, 1950, traffic restored on railroad on Thur., Nov. 30, after 1500 feet of track repairs.

A so-called "Baby Tornado" swept Reginald Ware off a painter's scaffold to his death, Wed., Apr. 19, 1916.

A terrific three-day storm raged along the coast Sun. to Tues., Nov. 25-27, 1888.

A three-day northeaster continued on Sun. to Tues., Sept. 24-26, 1897, preventing train service across the meadows.

A so-called "flood" occurred on Tue., Oct. 13, 1846.

City Fires

3000. Chronology beginning with No. 3014.

3001. Greatest Loss of Life. Six persons burned to death in the fire at the Overbrook Hotel, Mt. Vernon and Pacific, on the site of the present Bell Telephone building, in the resort's worst holocaust. The only elevator was out of use at the time undergoing repairs. Four persons died from burns at a fire in a rooming house at 1203 Mediterranean Ave., Thur. Feb. 13, 1936.

Two volunteer firemen, William H. Doherty and Thomas L. Blakney, were killed by fall of the roof in the fire of St. Monica's R. C. Church, Wed. Dec. 2, 1896. Fireman William Wilson died later as a result of injuries received at the great fire on the Boardwalk, Thur. Apr. 3, 1902. Fireman Harry Yard died from a heart attack at the Maryland to Virginia Ave. fire on the Boardwalk, Sat. Dec. 4, 1943. Two persons were killed at a fire at 227 Houston Ave., Sun. Jan. 26, 1936. (See also Nos. 3024 and 3041). Fireman Thomas Cusack was killed in an accident at an alarm Tue. July 4, 1916.

Fire Capt. Edward Barnett was killed by electric shock when his lantern struck a high tension wire at a slight fire in the tower of City Hall Wed. July 17, 1912. Fire Capt. William M. Young was killed by the overturning of a ladder truck on a run to a Boardwalk fire at the Apollo Drug store Thur. Mar. 19, 1914. Volunteer Fire Chief Benjamin Williamson died on Sat. Jan. 1, 1898, from a cold contracted at a fire in Currie's hardware warehouse, South Carolina and Mediterranean Aves., Sat. Dec. 25, 1897, one of the hottest fires ever known in the resort. Fireman Louis Unger died from a heart attack at the Thurber Hotel (3053). Fireman Robert White was fatally shot as he nabbed a burglar opposite West Side Firehouse, Mon., Mar. 13, 1933.

3002. First Fire Company Opposed. Many residents were greatly opposed to the formation of the city's first volunteer fire company, although the only fire protection was bucket brigades formed on the spot. One man wrote to the only daily newspaper: "You may look for a lot of fires now that some of the old Philadelphia fire sharps and toughs have started to organize a fire company." Later, one of these "toughs"

became mayor of the city; another a bank president; a third county judge, and a fourth chief of the Volunteer Fire Dept. Most of the others were business and professional men.

3003. The Volunteers. Nine volunteer fire companies were in service when the paid Fire Department was organized. Their incorporation dates were:

United States Fire Co., No. 1, Thur. Dec. 3, 1874.

Atlantic Fire Co., No. 2, Fri. June 30, 1882.

Neptune Hose Co., No. 1, Sat. Oct. 7, 1882.

(City Ordinance creating Volunteer Fire Dept., Mon. Aug. 25, 1884).

Good Will hook & Ladder Co., No. 1, Tue. Feb. 16, 1886.

Beach Pirates Chemical Engine Co., No. 1, Thur. Feb. 21, 1895.

Chelsea Fire Co., No. 6, Wed. Nov. 6, 1895.

Rescue Hook and Ladder Co., No. 2, Mon. Mar. 16, 1896.

West Side Fire Co., No. 4, Wed. Feb. 9, 1898.

Sea View Fire Co., No. 9, Wed. June 25, 1902.

3004. The Paid Fire Department. The ordinance creating a paid Fire Department was approved Sat. Apr. 2, 1904; and the department was organized Mon. Apr. 4, 1904. There were more than 300 men, many prominent in the life of the city, belonging to the volunteers. Many of them joined the paid department. The city purchased the volunteers' buildings and equipment.

3005. Helped at Baltimore Fire. Two months before the Volunteer Fire Department was disbanded, 100 of its members answered the plea of the Mayor of Baltimore to relieve his wornout fire fighters at the great fire of Mon. Feb. 8, 1904, taking with them a half-mile of hose. They succeeded in preventing further spread of the fire in the section allotted to them.

3006. First City Hall Burns. The first fire call answered by the first fire company came in on the day it was incorporated, Thur. Dec. 3, 1874. In anticipation of the company's organization, the city had purchased a hand-drawn, hand-operated pump and 700 feet of rubber hose on Mon. Nov. 23, 1874; and the new company extinguished a small fire in the resort's first City Hall, then in course of erection.

On Thur. Aug. 17, 1893, with four volunteer companies in service, the Grand Opera House, adjoining City Hall on Atlantic Ave., burned to the ground, taking City Hall with it. Seven stores, 1309-21 Atlantic, also were destroyed. The present City Hall and Annex cover the site of old City Hall, the Opera House and three of the burned stores, 1317-1321. The city hall bell, erected in City Hall tower in 1875, weighing 1500 lbs., was so badly damaged that it was melted up into souvenirs. The firemen succeeded in saving the first firehouse, standing back of City Hall on Tennessee Ave.

3007. Electric Fire Alarm. Atlantic City was among the first in the country to install an electric fire alarm system which was ready for use Tue. June 18, 1889. It was first used for a chimney fire at the Hotel Shelburne, Sat. Aug. 3, 1889.

3008. Water Supply. Atlantic City has an unlimited supply of pure water from its own deep wells and surface reservoirs on a city-owned tract of 5500 acres back of Shore Road, on the mainland, brought across the meadows in two four-foot mains. This system alone can supply double the maximum demand ever made upon it. Repair parts for the supply mains are instantly ready for emergency; and one main can take care of all water demand yet recorded.

The second source of supply is from the deep wells of the beachfront hotels belonging to the High-Pressure System, described under Boardwalk Fires.

In addition to these, more than a score of deep wells used for industrial and air-conditioning purposes in the city are connected with the city mains for emergency use.

The third source of supply, if needed, is in the connection of the city's mains to those of Ventnor, Margate and Longport, available at the turn of a valve.

The fourth source is the Baltic Avenue drainage canal, with its inexhaustible flow from the Inland Waterway. This canal runs along Baltic Ave., from Rhode Island to Georgia, and water can be drawn from manholes at street intersections. It is 10,000 feet long, 10½ feet wide and 15 feet deep, built in 1910-12 at a cost of over \$2,000,000.

3009. Largest Fire Pumpage. The greatest pumpage of water for fire was made at the so-called "States Ave." fire,

Mon., Jan. 7, 1952, when 13,666,000 gallons were used in 27 hours, more than is used normally for all other purposes. The next highest pumpage was at the Maryland to Virginia fire, on the Boardwalk (No. 2332), 1,800,000 gallons; the third, at Bayless fire (No. 3030), 1,500,000. The city water works' total capacity is 40,000,000 gallons per 24 hours.

3010. Fire Bureaus and Stations. Bureau of Fire, City Hall; Fire Prevention Bureau, Maryland and Arctic. Station No. 1, 15 S. Pennsylvania, Engine Co. 1, Truck Co. 2. Stations 2 and 3, Maryland and Arctic, Engine 3 and Department Repair Shop. Station 4, California and Atlantic, Engine 4, Truck 4. Stations 5 and 8, Indiana and Baltic, Engine 8, Truck 3. Station 6, Annapolis and Atlantic, Engine 6, Truck 5. Station 7, Connecticut and Atlantic, Engine 7, Truck 1. Station 9, Indiana and Grant, Engine 9, Truck 6. Station 10, Rhode Island and Melrose, Engine 10. Station 11, Airport, Engine 11.

3011. Fire Fighting Facilities. Atlantic City has one of the best fire departments in the world for a city of its size, and its skill and capability in fire fighting is proved by its 1948 report which shows that with 42 per cent of all fires starting in frame buildings, and the bulk of fires having frame exposures, 99 per cent of all fires were confined to the building of origin, and 96 per cent were confined to the floor or place of origin. Similar records have been made over many years past.

In addition to ample apparatus of other kinds the department has two practically new 100-foot steel aerial ladder trucks from which rescues can be made or hose lines directed. William S. Cuthbert, director of public safety, has had over 50 years' experience in fire fighting; and Chief Rudolph J. "Rex" Farley has been a member of the department since it was organized in 1904, becoming chief in 1943.

3012. Fire Prevention Bureau. The city's Fire Prevention Bureau was organized by city ordinance of Thur. Dec. 1, 1938, and employs inspectors who daily cover the city in the work. This bureau is credited with having cut possible fire losses by 50 per cent by continuous prevention efforts.

3013. Use of Radio in Fire Fighting. The first use of radio to direct firemen in Atlantic City occurred on Wed. May 3, 1939, at a fire in the penthouse atop the Hotel President. Maj. W. Bennett Cramer and Capt. Vivian Smith, of the 157th Field Artillery, used portable sets, one on the ground and the other at the point of fire.

Automobiles used by the fire chiefs are equipped with two-way radio at present, and the system will shortly be extended. It will include radio sets installed in firemen's helmets, the invention of Lawrence J. Smith, police radio technician, a demonstration of which proved them practical even inside steel-frame buildings.

Smith constructed the loud-speaker system by which alarms are relayed to the fire stations in 1944 from junk parts of seized gambling apparatus when materials were otherwise impossible to obtain due to war scarcity.

MAJOR CITY FIRES

3014. Atlantic City's first major fire was the destruction of the Henry Disston Lumber Mill, 22 N. Illinois Ave., Wed. Oct. 20, 1875. The Pool & Hunt 32-men hand-pump used at this fire was built before the Civil War; and still kept as a relic.

3015. Dr. Lewis Reed's dwelling and office, two other homes and two stores, Delaware and Atlantic Aves., Fri. Nov. 15, 1878.

3016. Windsor and Dulmore Hotels, Mansion and Pacific; temperature six below zero; steam fire engine froze up; Wed. Dec. 31, 1880.

3017. Old City Hall (see 3006), Thur. Aug. 17, 1893.

3018. St. Monica's R. C. Church, California and Atlantic, two firemen killed, Wed. Dec. 2, 1896.

3019. Ten dwellings, 119-137 Natter's alley, Fri. Dec. 25, 1896.

3020. Citizen's Ice & Cold Storage plant, Connecticut and Baltic, Fri. Jan. 14, 1898; never rebuilt.

3021. St. James Episcopal Church, North Carolina and Pacific, gutted, Fri. Mar. 15, 1912.

3022. Overbrook Hotel, six-story brick, Mt. Vernon and Pacific, Thur. Feb. 3, 1916. (See 3001).

3023. Freihofer Baking Co., plant, New York and Mediterranean, Fri., June 16, 1922. (See also 3067).

3024. Bothwell (frame) and Senator (brick) Hotels, 176-80 S. Virginia, Mon. Nov. 17, 1924. Casino and Minstrel Hall of Steel Pier also burned from flying embers. Two persons died in hotel fire.

3025. Herscher Barrel and Bottle Co., 208-16 N. Georgia, Fri. July 24, 1925. Also burned the Atlantic Wood-working plant, seven stores and a junkyard.

3026. First Baptist Church, Mansion and Pacific, gutted Fri. Jan. 17, 1926.

3027. John J. Nesbitt, Inc., ventilating device plant, 203-13 N. Vermont, Sat. Mar. 13, 1926. Seventeen automobiles also burned.

3028. Beyer's Stationery store, Peoples' Market, Williams Bakery, A. & S. Lighting Fixture store and others, 1609-17 Atlantic, Sun. Jan. 16, 1927.

3029. Palace Theatre gutted, 2217 Atlantic, starting at 3:44 A. M. Rebuilt, this theatre caught fire just 25 minutes less than 10 years later, 3:19 A. M., Sat. Feb. 18, 1939, and was again gutted.

3030. Weisbard Bros. Drug Store and China Palace Restaurant, 1230-36 Atlantic, seriously damaged, Sat. Jan. 26, 1929.

3031. Arnold Apts. (now Emanuel Apts.), Kentucky and Pacific, five-story brick, gutted, Wed. Jan. 1, 1930.

3032. Parkway Apts., Boston and Atlantic, top (fifth) floor burned off; temperature at zero; Fri. Feb. 9, 1934.

3033. Chelsea Yacht Club destroyed, Aberdeen and Thoroughfare, Fri. July 6, 1934.

3034. International Garage destroyed, 2211 Atlantic Ave., one man burned to death, 40 automobiles and five buses destroyed, Fri. May 8, 1936.

3035. Biltmore Hotel, 117 S. Rhode Island, wrecked, Fri. Jan. 3, 1936.

3036. Ventnor Theatre destroyed, Weymouth and Ventnor Aves., Ventnor, Fri. Mar. 27, 1936.

3037. Grand Atlantic Hotel destroyed, 129-43 S. Virginia, Mon. Apr. 5, 1937.

3038. Pure Oil Co., storage tanks, Virginia and Drexel, Fri. July 16, 1937. Thirty firemen admitted to hospital, 70 other persons burned; 20,000 gallons of oil and gasoline lost.

3039. Bowen's Boat Works, two houses and a 24-foot cabin cruiser, Brighton and Thoroughfare, Sun. Mar. 27, 1938.

- 3040.** Fredonia Hotel, 160 S. Tennessee, two top floors gutted, Sun. May 1, 1938.
- 3041.** Incomparable Laundry destroyed, 1717 Washington; Proprietor Arthur Parker and his wife Lola burned to death, Wed. July 12, 1939.
- 3042.** Clayman Trucking Co., and Economy Furniture Co., storage, gutted, eight trucks and a trailer burned, 807-09 Baltic, Sat. Feb. 3, 1940.
- 3043.** Iroquois Hotel, 7-story brick, gutted, 166 S. South Carolina, Mon. Apr. 16, 1928.
- 3044.** Sears, Roebuck & Co., retail store, six-story brick, gutted, 2114 Atlantic, Fri. Dec. 10, 1943.
- 3045.** Atlantic City Lumber Co., mill, 3-story brick, gutted, Tue. Oct. 12, 1943. This building, 22 N. Illinois, contained part of the walls to the building that succeeded the original Disston Mill. (See 3014).
- 3046.** Kenepac Court Apts., gutted, Kentucky and Pacific, 7-story brick, 72 apartments, Sun. Feb. 27, 1944.
- 3047.** Lyric Theatre gutted, 2420 Atlantic, Fri. Jan. 26, 1945.
- 3048.** Steelman's Laundry, also Sunshine and Henkleman Laundries in same building, and 10 trucks, destroyed, 221 N. Vermont, Mon. Jan. 29, 1945. This frame building was erected for the Carette stables in 1895. (See 1508).
- 3049.** Dungan, Fry and Spence Furniture store, 2018 Atlantic, gutted, Mon. Feb. 26, 1945.
- 3050.** Bayless Drug Store, Michigan and Atlantic, destroyed, Wed. Jan. 16, 1946.
- 3051.** Tuna Clubhouse destroyed, 741 N. Massachusetts, Fri. Dec. 6, 1946. City's quickest fire, in ashes 45 minutes after alarm.
- 3052.** Food Fair supermarket gutted, 2719 Atlantic, Thur. July 17, 1947.
- 3053.** Thurber Hotel, Massachusetts and Atlantic, gutted and later torn down to one story from four, Sat. June 26, 1948.
- 3054. Fire Totals.** The books of Albert W. Dalton, secretary of the Fire Department, show a total of 52 three-alarm fires and 143 two-alarm fires between 1874 and May 15, 1952. On the Boardwalk alone, 21 threes and 26 twos; and

31 threes and 117 twos in other parts of the city. Space does not permit listing all these, many of which resulted in relatively minor losses. Money value of losses are not given for reasons noted in No. 2337.

3055. First Steam Fire Engine. The first steam fire engine used in Atlantic City was bought by the United States Volunteer Fire Co., No. 1, Mon. June 3, 1878. It was an Amoskeag. On Tue. Jan. 11, 1881, City Council bought a Clapp & Jones steamer. These were pulled to a fire by hand ropes until Thur. Feb. 22, 1883, when the city bought two horses to be used on street work and to pull the steamers when needed.

3056. Fire Drill School. The Fire Drill School, at the Indiana Ave. Fire Station, Indiana and Baltic Aves., was established as an addition to the station in 1923. Every candidate for the Fire Department is required to show his ability to climb scaling ladders, rescue persons from upper floors, jump into life nets and other necessary work at a fire.

3057. Chelsea Laundry. The former Chelsea Laundry building, Maxwell and Arctic Aves., was destroyed by fire on Mon. June 27, 1949. It had just been fitted up as a school of interior decoration for veterans, and was about ready to open.

3058. City Pumping Station Burns. The Atlantic City Water Works Pumping Station, on Shore Road, was gutted by fire on Thur. Dec. 23, 1909. The pumps were stopped but 14 hours while repairs were made. Louis Kuehnle, then Water Commissioner, could not be located by telephone, and a telegram was sent him. There is no record as to when it was received.

3059. City Wiring Underground. All electric wiring owned by the city at the time, including fire alarm and police call systems, were placed underground in 1906, the work being completed by Sat. Dec. 15.

3060. Office and storage of Patsy Montagna, N. Maryland Ave. Docks, Thurs., July 21, 1949.

3061. Apartment of Mrs. Marie Lynch, 153 Westminister Ave., Sat., Feb. 18, 1950. Mrs. Lynch died of burns next morning.

3062. National Dept. Store warehouse, Mt. Vernon and Atlantic Aves., Thurs., Sept. 7, 1950.

3063. Cosmetic laboratory, beauty shop and apts., 111 N. New York Ave., Tues., Nov. 14, 1950.

3064. Home of John C. Legg, 124 S. Montgomery Ave., Mon., Dec. 11, 1950.

3065. Hotel Essex, 2008 Pacific Ave., 15 persons rescued, Mon., Jan. 1, 1951.

3066. Auditorium Bowling Alleys, NW. cor. Mississippi and Pacific Aves., Fri., Feb. 9, 1951.

3067. William Freihofer Bakery, New York and Mediterranean Aves., Mon., June 18, 1951. (See also No. 3023.)

3068. Salvation Army Social Center, 12 N. Ohio Ave., Sun., Aug. 26, 1951.

3069. Clearview Hotel, 2215 Pacific Ave., Tues., Sept. 25, 1951.

3070. Rooming House, 1127 Baltic Ave., Tues., April 22, 1952.

3071. "States Avenue" Fire. Atlantic City's biggest fire in 98 years starting in the New Davis Hotel, 171 St. Charles Pl., Mon., Jan. 7, 1952, destroying also the Lorraine and Congress Hotels, the rear frame portion of the St. Charles Hotel and gutting its west wing on the Boardwalk and taking 12 homes below the line of Oriental Ave., from New Jersey to States Aves. and 10 stores on the Boardwalk from St. Charles Pl. east. Called a "Five Million Dollar" fire, it continued from 7 A. M., Monday, to 10 A. M. Tuesday, using 12,150 feet of hose in 35 lines, and many pieces of apparatus from surrounding communities.

3072. City Built Apparatus. During 1951 and 1952, five pieces of fire apparatus were built in the Fire Dept. Workshop, Maryland and Arctic Aves., saving the city \$60,000, under designs and direction of Chief Mechanician Thompson A. Campbell. Three were hose trucks carrying booster pumps with 250-gallon tanks of "wett" water, a substitute for chemicals which are no longer used here; also 1500 feet of 2½-inch hose, 500 feet of 1½-inch hose and 150 feet of booster hose. Two were 80-foot aerial ladder trucks.

3073. Fire Whistles. The steam whistle of the local gas works was used for fire alarms in 1885, before the electric alarm. Exhaust whistles were placed on fire chiefs' cars to be used in place of sirens, beginning Mon., Sept. 20, 1948.

3074. Fire Engines Pump City Supply. Fire engines were used to pump the city water supply at the Water Works during the 14 hours of repairs at the Pumping Station. (See No. 3058). On Thurs., April 5, 1888, a fire engine substituted for city pumps when one broke down while another was being moved.

3941. Fire and Police Chiefs. The Volunteer Fire Dept. was organized on Mon., Aug. 25, 1884, with three companies: United States, Atlantic and Neptune. R. Archie Fields was made chief. David Johnston succeeded him in 1885; Charles S. Lackey, 1887; Jacob Young, 1891; Edward Pettit, 1893; Charles C. Whippey, 1895; Benjamin Williamson, 1897; Isaac Wiesenthal, 1898. The paid Fire Dept. was organized April 4, 1904, with William J. Black as chief. George Cluin succeeded in 1918; John J. Barnett, 1919; Charles Miller, 1928; Joseph H. Leeds, 1929; Rudolph J. Farley, 1943. Williamson, Black and Barnett died in office.

The first police chief was Barton Gaskill, 1870; followed by: John R. Lake, 1872; Simon L. Wescoat, 1874; John Hamon, 1876; Simon L. Wescoat, 1877; Joseph T. Note, 1880; Charles R. Lacy, 1881; George B. Zane, 1882; James Robinson, 1883; Harry C. Eldridge, 1887; George W. France, 1887; Harry C. Eldridge, 1890; Charles W. Maxwell, 1906; Malcolm B. Woodruff, 1906; Robert C. Miller, 1916; Patrick J. Doran, 1924; James A. McMenamain, 1934; Earl W. Butcher, special deputy chief, 1941; Arthur F. Higbee, 1943; Samuel H. G. Weakley, 1943; Harry Saunders, 1944. Eldridge, Maxwell and Saunders died in office. Earl W. Butcher made acting chief in 1951.

3942. Fire Reserve. During World War II, the Atlantic City Fire Dept., had 320 volunteers serving without pay in the Fire Reserves to combat possible bomb fires or others which paid firemen might not be able to take care of in emergency. They were under direction of Drillmaster Joseph Hackney and Lester Jackson.

3946. Fire "Move-Up" System. The Atlantic County Firemen's Association inaugurated on Wed. April 17, 1929, a "move-up" plan by which assistance is rendered by any number of its members with equipment to any community requesting. Other companies "move-up" as needed to cover for those rendering active assistance in fires outside their area.

3947. First Motor Fire Truck. Ventnor had the first piece of motor fire apparatus on Absecon Island, in July of 1907, a combination chemical and hose truck.

Marine Disasters

3100. Chief Marine Disasters Since 1900.

Steamer Brighton jettisons 20,000 bunches of bananas Mon. Mar. 30, 1903.

Cherokee rescue by Mark Casto, Sun. Jan. 14, 1906.

Yacht Crystal burns, five die, Thurs. June 11, 1925.

Atlantic Beach Park wrecked off Morris Ave., Sun. April 29, 1928.

Yacht Tennessee burns, no loss of life, Sun. Nov. 28, 1948.

Brigantine Bridge crashes:

Hit by scow Wed. Dec. 30, 1936; sub-structure weakened.

Storm washes out Atlantic City end, Wed. Sept. 21, 1938.

Opened after repairs, Sun. Dec. 4, 1938.

Draw wrecked by tanker, Sat. Dec. 30, 1939.

Opened after rebuilding, Wed. June 19, 1940.

Both ends wrecked by hurricane, Thur. Sept. 14, 1944.

Opened after rebuilding, Mon. June 17, 1946.

Total length of time unusable, 919 days.

3101. Five Hundred Shipwrecks. It has been estimated that around 500 vessels of various types and sizes have been stranded or wrecked along the South Jersey coast since Absecon Island was permanently settled; more than 200 of these in one long storm period, December 1826 to January 1827. As many as five have piled up on the Atlantic City beach in one night before the Lighthouse was built. More than 400 persons have perished in these disasters; most of the records being now unavailable.

3102. The Cherokee Rescue. The most famous marine event in local waters was the rescue from the Steamer Cherokee, of the Clyde Line, stranded in a dense fog and a calm sea on Brigantine Shoals, Fri., Jan. 12, 1906. Crews from both U. S. Life Saving Stations on Brigantine, under command of J. Frank Smith and John Holdzkom, went aboard; but Capt. Archibald, his crew and passengers refused to go ashore. Before wrecking tugs could budge her a terrific storm arose, and passengers then were afraid to take to the lifeboats. Captain and crew decided to ride out the storm, and the Life Savers stayed on board for emergency work. The ship later was

floated with minor damage and no casualties.

3103. First Rescue Attempt. On Sunday, Jan. 14, with mountainous waves breaking over the vessel, visible from Atlantic City, 1000 spectators stood on the beach in a driving rain and clamored for a rescue, not knowing that the Life Savers were performing their full duty. Joseph Moore and Peter Logan, heroic fishermen, started out from the Inlet in a 30-foot open surf boat through the towering breakers. Their unprotected gasoline engine, splashed by heavy seas, conked out as they crossed the bar. Lambert Parker and his Atlantic City Life Saving Crew rescued them.

3104. Mark Casto's Famous Deed. Capt. Mark Casto with six volunteers, Lewis Johnson, Fred Busch, Nelson Gregson, Marus Nelson, Josiah Schute and Axel Holmquist, put out in the motor sloop Alberta, a sea-going vessel, through 40-foot combers to the Cherokee, but their surf boat and one of the government life boats were smashed in the effort to transfer passengers. Four of the Life Savers, Lewis Smith, Jacob Riley, Raymond Palmer and George Blackman, rigged the other life boat on ropes and see-sawed it back and forth through heavy seas until 61 persons were put on the Alberta which returned to Atlantic City. Frank Smith and Lewis Smith still are living. Gregson still fishes from Absecon Inlet.

Moore and Logan, whose risk of life was greater than all the others, were forgotten. The Life Saving Crews got no credit. Casto was given \$1500 by the Carnegie Hero Fund and his men got \$500 each. He also was awarded two medals.

3105. The "Banana Boats". Equally remembered, but for other reasons, were the four "banana boats" stranded in local and nearby waters, which jettisoned a total of nearly 70,000 bunches of bananas.

The first was the Andes, of the Atlas Line, stranded off Little Beach, Mon., Jan. 22, 1894. More than 10,000 bunches of bananas were thrown overboard, most of which were picked up by Atlantic City people.

The Brighton, of the United Fruit Line, went aground on the Inlet Bar, off the end of Pacific Ave., in full view of the city, Mon., March 30, 1903. Hundreds struggled in the sea and on land for a share of the jettisoned 26,000 bunches

of bananas and 4000 bags of coconuts. Bananas were the chief diet in Atlantic City for days, salvagers selling them at 15 cents a bunch.

The Terra Alba, of the same line, stranded near Little Egg Harbor Light, Tues., Dec. 24, 1912, jettisoning more than 10,000 bunches of bananas, mostly recovered.

The Amelia, also a United Fruit liner, was grounded on Little Egg Harbor Shoals for 10 days beginning Mon., Feb. 18, 1924. It jettisoned 20,000 bunches of bananas and 250 tons of coal. Much of this fruit was frozen.

3106. Burning of the Yacht Crystal. The worst marine disaster of recent years off Atlantic City was the burning of the yacht Crystal, eight miles offshore, on the night of Thur. June 11, 1925. Explosion of gasoline believed due to a spark from a cigarette burned the yacht to the water's edge in 22 minutes. and five young people of a party of 28 lost their lives. Coast Guards from the Longport Station and vessels of the "Dry Navy" rescued the other passengers and the crew.

3107. Wreck of the Atlantic Beach Park. Ironwork of the excursion steamer Atlantic Beach Park, wrecked on the beach near Morris Ave., in a 65-mile gale, Sun. Apr. 29, 1928, can still be seen. The vessel was in tow from New York, and came ashore when tow lines parted. Three persons, including the captain were lost when their lifeboat was hurled from its davits by crashing waves; four others were rescued by Capts. Richard Hughes and Harry Yates of the Beach Patrol, who brought a lifeboat from the City Yards, more than a mile away.

3108. Burning of the Tennessee. The luxurious 75-foot yacht Tennessee, valued at \$130,000, and owned by Henry G. Fownes, of New York City, was totally destroyed, but without loss of life, when it burned three miles off Atlantic City Sun. Nov. 28, 1948. The Coast Guard, notified by radio-phone, rescued the six persons aboard.

3109. Brigantine Bridge Crashes. The bridge between Atlantic City and Brigantine was put out of commission four times in six years, between 1938 and 1944, being unusable for a total of 919 days up to its last rebuilding, completed in 1946. The bridge first was opened to traffic Sun. Apr. 12, 1925.

Weakened somewhat by being struck by a runaway scow on Wed. Dec. 30, 1936, the Atlantic City end of the bridge,

up to the draw, crashed into the Inlet in a heavy storm Wed. Sept. 21, 1938. It was reopened after repairs costing \$28,455 on Sun. Dec. 4, 1938.

The draw was struck by a tanker as it attempted to pass through on Sat. Dec. 30, 1939, and so badly damaged that it was not completed for use again until Wed. June 19, 1940. Owners of the vessel paid damages amounting to \$65,355 on Sat. Feb. 15, 1941.

When the Hurricane of Thur. Sept. 14, 1944, came along it swept away the structure of the bridge on both sides of the draw, leaving only the bascule lift standing. Due to scarcity of materials and labor during war time, and the vastly increased cost of construction, the rebuilding was not completed until Mon. June 17, 1946.

A minor accident occurred when a barge filled with 350,000 gallons of gasoline collided with the fender of the draw, knocking several pilings loose and shaking the draw two feet out of line, Sun. Sept. 29, 1940. Repairs were completed Fri. Nov. 1, 1940.

During the time the bridge was out of use, excellent ferry service was provided to transport passengers and freight, the Coast Guard giving immediate emergency service until a regular ferry could be put on.

3110. Other Marine Disasters. Among the many other marine disasters in this area were:

Wreck of the immigrant packet Powhatan on Hell's Hole shoals, near Long Beach, Fri. Apr. 14, 1854, in a fearful storm which broke the ship in two with 311 persons, all on board, lost.

Wreck of the Manhattan, on the same shoals, Sun. Apr. 23, 1854, eight lost.

Wreck of the Santiago de Cuba, off Margate, in the Fall of 1867, four women and a girl and two sailors perishing.

Capsizing of the yacht A. B. Thompson as it crossed the Inlet bar Sat. July 18, 1874, five drowned.

Wreck of the Abiel Abbott on the shoals off Atlantic City, Tue. Jan. 20, 1903, four drowned.

Burning of the yacht Thrill in Gardner's Basin Mon. Sept. 24, 1945, two badly burned.

Stranding of the steamer Cragneaux on Brigantine shoals Mon. Apr. 25, 1904, causing jettison of 2500 tons of sugar.

Grounding of the four-masted schooner Lizzie M. Parsons, laden with 565,000 board feet of lumber, 500 yards off Heinz Pier Mon. Feb. 16, 1925, necessitating dynamiting the ship as a navigation menace.

Wreck of the four-masted bark Sindia on the beach at Ocean City Sun. Dec. 15, 1901, the vessel gradually sinking in the sand until now only the top of one mast is visible.

Stranding of the schooner Sudie Wayman with a cargo of lumber to be used in building homes in Venice Park Fri. Sept. 26, 1899, on the beach at New Jersey Ave.

Forty survivors of the sugar freighter Texel, torpedoed by a German submarine were landed here Tue. June 4, 1918; and on the following day, 28 from the sugar carrier Carolina, also torpedoed.

(More Marine Disasters on Page 140)

Disasters on Land

3200. Chronology.

"October Gale" or "Tidal Wave" of 1878, Wed. Oct. 23, 1878.

Hurricane or "Mud Hen Storm" of 1889, Mon. Sept. 9, 1889.
Collapse of the Baltic Avenue Casino, Wed. July 10, 1895.

"Tornado" of 1912, Sun. July 21, 1912.

Collapse of the Florida Baths, Sat. Aug. 31, 1940.

Hurricane of 1944, Thur. Sept. 14, 1944. Damage \$4,500,000.

Wreck of St. Ann's Excursion, Wed. Aug. 11, 1880, at Mavs Landing.

"Meadow" wreck, outside Atlantic City, Thur. July 30, 1896.

"Thoroughfare" wreck, at drawbridge, Sun. Oct. 28, 1906.

Southesaster of great force and damaged Sat., Nov. 25, 1950.

3201. "October Gale" of 1878. What was known as the "October Gale" or "Tidal Wave" struck South Jersey on Wed., Oct. 23, 1878, and caused great damage all over the area between the ocean and the Delaware River. Atlantic City had only about 4000 population at that time, and few buildings over two stories in height. The damage here was confined

chiefly to telegraph lines and some demolition along the beach-front.

3202. Hurricane of 1889. A hurricane, called by the old folks a "mud hen storm," broke over Atlantic City on Sun. Sept. 9, 1889, wrecking most of the Third Boardwalk and dozens of buildings standing along it. Several burned down because fire apparatus could not get to them through two and three feet of water in the streets.

The ocean and bay met across the Island at Georgia Ave., and in some places the water was six feet or more deep, residents being rescued by boat. The water main across the meadows was shut off and the only supply for three days was from artesian wells on the Island. The pumps of the sewerage company stopped from back pressure; and trains could not run in or out for nearly three days, newspapers and mail being conveyed by boat. A number of houses were washed away. This hurricane was worse in many ways than that of 1944, although losses in money value were not so high.

3203. Collapse of the Baltic Ave. Casino. The Casino, at Baltic Ave. and Boardwalk, a two-story frame store and dance hall structure, collapsed on the night of Wed. July 10, 1895, when piling gave way under the weight of an immense crowd. The occasion was a social session of the Benevolent and Protective Order of Elks, then in convention here.

Applause and stomping by hundreds of people over the speech of Grand Exalted Ruler M. D. Detweiler literally "brought down the house," and nearly one-half of the spectators were precipitated to the ground. No fatalities occurred, nor did the wreckage catch fire; but many suffered broken limbs and other injuries.

3204. The "Tornado" of 1912. What was described as the "tail of a tornado" swept down from Lake Erie struck Atlantic City on Sun. July 21, 1912, at 6 P. M. It rode along on a thunder storm and for two hours caused great damage, thousands of people on Boardwalk and beach being caught with little warning.

3205. Collapse of the Florida Avenue Baths. On Sat., Aug. 31, 1940, two 20,000 gallon water tanks on the roof of the Florida Baths, Florida Ave. and Boardwalk, crashed through

the roof when the girders supporting them gave way. Six persons were killed and 11 others injured.

3206. Damage by the Hurricane of 1944. The Hurricane of Thur. Sept. 14, 1944, caused a total of over \$4,500,000 damage in Atlantic City. This included a 50-per cent wreckage of the Boardwalk, \$1,200,000; private property, \$2,500,000; Auditorium, \$250,000; comfort stations along the 'Walk, \$50,000; street system, \$100,000; Beach Patrol facilities, \$15,000; City Water system, \$15,000; public utilities, \$125,000; county highway and bridge system, \$260,000; and salvaging and removal of debris, \$70,000. Close to 2500 claims were filed with insurance companies, and many had no insurance. Most of the Ventnor and Margate Boardwalk was wrecked.

The hurricane broke about 3 P. M. and lasted only a couple of hours, with winds up to 85 miles per hour. Streets in the Inlet section were under three to four feet of water.

3207. Wreck of St. Ann's Excursion. Less than four weeks after the West Jersey and Atlantic Railroad opened, two sections of the excursion of St. Ann's Literary Society, of Philadelphia, collided in a blinding rain at Mays Landing, Wed. Aug. 11, 1880. Forty persons were killed outright or fatally injured; and many more suffered injuries of major character when the locomotive of the second section crashed into the rear of the first.

3208. The "Meadow" Wreck. The second worst wreck in the history of New Jersey occurred on Thur. July 30, 1896, at the meadow crossing of the Pennsylvania and Reading railroads, a mile outside Atlantic City. A Reading flyer ploughed through the center of a Red Men's excursion from Cumberland and Salem Counties, due to a mixup in signals, killing 60 persons and injuring 100 others.

3209. The "Thoroughfare" Wreck. Less than a month after the Newfield branch of the West Jersey and Seashore Railroad had been electrified, a four-coach train jumped the rails at the drawbridge over Beach Thoroughfare, Sunday afternoon, Oct. 28, 1906, due to incomplete closing of the draw. Three coaches were completely submerged in the Thoroughfare,

and from these but two or three persons escaped. The fourth hung over the bridge just clear of the water. Forty-five persons were drowned.

3210. Southeaster of 1950. One of the worst south-east storms ever known in Atlantic City hit on Sat., Nov. 25, 1950, causing such widespread damage that 10,000 damage claims were filed with insurance companies in this area; and 150,000 on the entire eastern seaboard. Railroad tracks were put out of commission on the meadows for 1500 feet and service was not restored for nearly two weeks. Winds of near-hurricane force tore down hundreds of television aerials and smashed many bulk windows. Water stood in Inlet streets four feet deep, and the Fire Department pumped out 350 basements after the storm.

3949. "Red Dragon" Wreck. On Wed. Sept. 16, 1903, the yacht Red Dragon, of Atlantic City, was lost at sea near Harvey Cedars in a terrific gale, with all on board: Capt. DeWitt Clark, Frank Ducasse, S. L. Swanson and Daniel Murdock, all of Atlantic City.

3954. Stranded Vessel. The sailing ship Asenath Shaw was grounded at 13th St., North, Brigantine, Thur. Feb. 6, 1896, and not floated until Fall. Thousands paid a 10-cent admission to go through it.

(See No. 1307, Page 53)

3952. Marine Disasters. The English ship Faithful Steward, carrying among other things a large quantity of Stamp Act paper, was wrecked on Absecon Beach on Thur. Sept. 9, 1756, some of the stamps being salvaged and kept as souvenirs; the crew was lost.

The German ship Geestemunde, carrying cement and barrels, wrecked on the Chelsea Beach, Thur. Sept. 12, 1889; crew rescued.

The cruiser William Gale, burned off Garden Pier, Sat. Aug. 31, 1929; no loss of life.

The cruiser Santa Maria destroyed by fire at Fenton and Leeds dock Sat. July 23, 1949; six rescued.

The sailing ship John W. Cannon wrecked at Dry Inlet, in 1836, sank and was finally covered by sand; carried \$250,000 in silver bullion, never recovered.

The cruiser Cora T burned in Grassy Bay to the water's edge, Mon. Nov. 15, 1909; three rescued.

The yacht Apache burned offshore Tues., Jan. 29, 1850; one rescued.

The steam ferryboat Colonel burned off Longport Sat. July 29, 1899; 18 rescued.

The 62-ft. trawler Kristine M., Capt. Morten Mortensen, went out Thanksgiving Day, Nov. 23, 1950, on a six-day fishing trip, and was never heard from after the southeast storm of Sat., Nov. 25, 1950. Coast Guards made an extensive search for a week, but no wreckage was found. Captain and crew were declared dead by Superior Court on March 9, 1950. With Mortensen were Nils Nielson, Alfred Bjorge, Toralf Olsen and Jack Killeen. The Kristine M was launched in the hurricane of Thur., Sept. 14, 1944, by Stanley VanSant and Son, as it was ready to leave the ways when the water rose.

The 34-ft. cabin cruiser Silver III, owned by Jack Scanlan, Jr., of Toledo, Ohio, burned to the waterline following an explosion at Jerome Ave., Margate, Thur., June 22, 1950.

An 18-ft. runabout, owned by Harold C. Tidd, of Cambridge, O., was gutted by fire after an explosion at Calvert Ave., Ventnor, Tues., July 18, 1950. Tidd, his wife, and son Philip were badly burned, but recovered.

3945. Downbeach Street Numbers. Longitudinal streets in Ventnor and Margate are numbered consecutively with the streets of Atlantic City, starting in Ventnor at Jackson Ave., with 4800; and in Margate at Fredericksburg Ave., with 7400. This numbering heretofore was continued through Longport, starting at Coolidge Ave., with 9800 and going to 10th Ave., at 13000. On Wed. Aug. 7, 1949, a new ordinance was introduced in Longport to reverse this system to reduce the size of numbers and to agree with the numbered avenues. This makes the numbering in Longport start at 1000 with 10th Ave., and stop at 3600 plus at 36th Ave., the next Ave. below Coolidge.

City Physician, Dr. A. S. Wescoat, 2-9-14.

Police Surgeon, Carl A. Surran, 1-1-29; asst., J. Hurlong Scott, 10-28-47.

Police and Fire Pension Board: Joseph Altman, pres.; John A. O'Donnell, treas.; Louis Lippman, sec.; Francis A. Zehringer, for police; Walter H. Gates, for firemen; Raymond B. Gormley, for public.

3978. Post Office Service. Those who wear the first ten mail-carrier badges (dates are of appointment) are: 1. Edwin F. Peak, 7-1-06; 2. Fred I. Luderitz, 6-15-12; 3. James H. Devlin, 7-1-13; 4. Andrew J. C. Hughes, 6-16-15; 5. Charles E. Howze, 6-15-15; 6. Michael R. Hanson, 6-15-15; 7. Joseph T. Kline, 6-15-15; 8. Claude C. Howze, 12-1-16; 9. John J. Dwyer, 12-1-16; 10. Jack E. Wood, 5-21-20.

Retirement of Hughes and Hanson in 1952 will shift numbers by adding Thomas F. Ordeman, 6-1-21, and John J. Baum, 6-1-21.

The Atlantic City Post Office reaches its Centennial on June 26, 1954. Those whose terms of service will reach above 35 years at that time are: Howard J. Weeks, supvr. finance, 7-1-06; Fred C. Krauss, supt. of mails, 7-1-06; Paul W. Brown, asst. postmaster, 4-22-08; Walter S. Mitchell, foreman, 7-1-10; John D. Hewitt, asst. supt of mails, 8-1-10; Edgar A. Conover, clerk, 7-1-11; John T. Harrold, supt. Ventnor Branch, 10-1-12; Neil G. Collins, clerk in charge, 12-15-13; Joseph K. Diemer, asst. supt. finance, 10-19-14; William W. Cale, foreman, 11-1-14; Russell B. Risley, supt. Margate Branch, 11-1-14; Flavius F. Holt, auditor, 6-1-17; Dean W. Leech, personnel director, 7-1-18; Elizabeth A. Camm, clerk, 6-15-18; Florence S. Luffbary, clerk, 6-15-18; Thomas C. Chalmers, clerk in charge, 7-1-18; Abraham Blumberg, foreman, 6-2-19.

3977. Firemen Oldest in Service. The 10 oldest firemen in regular service are: Harry D. Brubaker, Sr., 4-17-14; Harold R. Johnson, 7-3-16; Elmer L. Armstrong, 8-29-16; Charles H. Born, 8-29-16; Milton Conover, 8-29-16; Charles B. Foreman, 8-29-16; Walter H. Gates, 8-29-16; Edward J. Moss, 8-29-16; Edward C. Downs, 4-17-18.

City Government

3300. Chronology.

Atlantic City incorporated Fri. Mar. 3, 1854.

First city election Mon. May 1, 1854.

First City Hall occupied Mon. Nov. 8, 1875.

Present City Hall occupied Thur. Aug. 8, 1901.

City Hall Annex bought Fri. Mar. 8, 1918.

Present City Charter granted Thur. Apr. 3, 1902.

Commission Government adopted Tue. May 14, 1912.

Luxury Tax first effective Mon., May 28, 1945; declared unconstitutional Mon., June 17, 1946. Receipts this period

\$2,205,975.32. Effective under new ordinance Sun., June 15, 1947. Receipts from then to Dec. 31, 1951, \$7,025,169.26.

Grand total \$9,231,144.58.

City Flag first flown Wed. June 15, 1904; present Flag adopted Thur. Aug. 22, 1929.

Present City Seal adopted Mon. Feb. 1, 1897.

Centennial Flag adopted Thurs., Nov. 16, 1950. Put on display in front of City Hall Sat., Nov. 18, 1950.

3301. Beginning of City Government. Before Atlantic City was incorporated Fri. Mar. 3, 1854, Absecon Island on which it stands was part of Egg Harbor Township, and township government continued until the first city election Mon. May 1, 1854. On that day the voters elected Chalkley S. Leeds, son of the first permanent settler of the Island, as Mayor. Joseph B. Walker was made City Clerk; William Neleigh, Recorder; Robert B. Leeds, brother of Chalkley, City Treasurer; Daniel L. Rhodes, Alderman or President of City Council; and Councilmen Steelman Leeds, James Leeds, Richard C. Souder, Richard Hackett (brother-in-law of Chalkley and Robert Leeds), John Leeds and Ryan Adams.

3302. City Council. As the first Book of Minutes of City Council, 1854 to 1867, was lost around 1875, little is known of the activities of that body until late in 1867 except the old city ordinances that still are preserved. Likewise, no copy of the original City Charter can be found, leaving knowledge of duties and terms of office somewhat obscure. (For first Council meeting see No. 1813).

3303. City Offices. The first meeting of City Council was held in the United States Hotel. For a time after the election of Mayor Avery Council met at Cottage Retreat, on the site of the present Massachusetts Ave. School. Later, it met in the Ocean House, Maryland and Arctic Aves., and in "Suber's Row," on Atlantic Ave., west of Virginia, the exact dates not being obtainable.

For the first 21 years of the resort's existence, it had no city building, and the offices of city officials were in their homes or their places of business. During the period between the destruction of Old City Hall and occupation of the present building, city offices were divided between the Law building and Odd Fellows Hall.

3304. First City Hall. In 1873, public demand for a City Hall led to efforts to buy a property for the purpose, and the southeast corner of Virginia and Atlantic Aves. was about to be selected when Patrick O'Rielly, who built the first railroad line, offered the corner of Tennessee and Atlantic Aves. O'Rielly held so many pieces of land in the city that his taxes had become delinquent to the extent of \$3000. He offered the plot for a City Hall as full payment, and this was accepted Mon. Mar. 31, 1873. The cornerstone of the new Hall was laid Thur. Feb. 25, 1875; and the building was first occupied Mon. Nov. 8, 1875. Not all the offices on the ground floor were needed for city use, so several were rented for business purposes; and the second floor was rented for several years for lodge meetings and social events.

3305. Present City Hall. After the first City Hall burned down Thur. Aug. 17, 1893 (See No. 3006), nothing definite was done about a new building until Mon. Apr. 12, 1897, when Council accepted the offer of Loucheim and Wolf to sell the site of the burned Grand Opera House, adjoining old city hall lot, for \$23,000.

Before plans had been perfected for the building, Council adopted an ordinance to purchase the Schaufler property, between North Carolina and South Carolina Aves., Arctic to the railroad tracks near Atlantic as a better and larger site; and the Pennsylvania Railroad offered to give the city the triangular plot fronting on Atlantic Ave., so that it would have the entire block. Thomas McGuire instituted a taxpayer's suit to

prevent this purchase on the ground that having already bought one site, the city could not acquire another; and won the action.

Work on the new City Hall was not begun until Mon. July 23, 1900, the cornerstone being laid Sat. Sept. 22, 1900; and the Hall was first occupied by City Council Mon. Aug. 26, 1901; by other officials Thur. Aug. 8, 1901.

3306. City Hall Annex. The four-story brick City Hall Annex was erected following the fire of 1893 for Louis Kuehne and opened with stores and apartments in December of 1893. The city rented rooms there at various times for offices, beginning about 1907. On Fri. Mar. 8, 1918, the structure was purchased by the city for \$75,000 and connected with City Hall by corridors on the second and third floors.

3307. City Issued "Shinplasters." In 1862, during the Civil War, Atlantic City issued paper money, commonly known as "shinplasters," in denominations of three cents, 10 cents, 25 cents and 50 cents.

3308. Public Safety. The original City Charter provided for a city marshal with police powers, and aside from this constables seem to have been the only peace officers for the first few years. No record exists of the establishment of the police force. Barton Gaskill, appointed in 1870, is said to have been the first chief of police. For policing the beach-front see No. 50, under Boardwalk. For Fire Department, see No. 3000.

3309. Mayors of Atlantic City.

Chalkley S. Leeds, 1854-56	Harry L. Slape, 1881
John G. W. Avery, 1857-58	Willard Wright, 1882
Lewis Reed, 1859-62	Charles W. Maxwell, 1883-86
Chalkley S. Leeds, 1863	Thomas C. Garrett, 1887
Jacob Middleton, 1864-65	Samuel D. Hoffman, 1887-91
Robert T. Evard, 1866	Willard Wright, 1892-93
David W. Belisle, 1867-68	Franklin P. Stoy, 1894-97
John J. Gardner, 1869-73	Joseph Thompson, 1898-99
Charles Souder, 1874	Franklin P. Stoy, 1900-11
John J. Gardner, 1875-76	Harry Bacharach, 1912
Willard Wright, 1877-78	William Riddle, 1912-16
John L. Bryant, 1879	Harry Bacharach, 1916-20
Willard Wright, 1880	Edward L. Bader, 1920-27

Anthony M. Ruffu, 1927-30 Thomas D. Taggart, 1940-44
 Harry Bacharach, 1930-35 Joseph Altman, 1944-
 Charles D. White, 1935-40 (Present term ends 1956)

Richard Hackett served one month in 1856 after Leeds resigned.

Lemuel C. Eldridge, three months in 1868 after Belisle resigned.

George W. Carmany, five months after death of Stoy.

Joseph A. Paxson, two weeks following death of Ruffu.

Until 1886 the mayor's term was only one year; from 1886 to 1912, two years; from 1912, four years.

Mayor Stoy died in office Sat. July 22, 1911; Harry Bacharach elected to take office Jan. 1, 1912; but superseded by William Riddle when Commission Government took effect.

Mayor Bader died Wed. Jan. 26, 1927; succeeded by Finance Director Ruffu, who was elected for the succeeding term in 1928. Ruffu was killed in an automobile accident on Monday, June 23, 1930; succeeded by Finance Director Paxson until the Commission elected Harry Bacharach, Thur. July 10, 1930. C. D. White succeeded as Mayor Fri., July 17, 1935.

3310. Portraits of the Mayors. In a frame in the present Mayor's office are shown the portraits of nearly all of the Mayors of Atlantic City, which can be seen any day City Hall is open.

3311. Commission Government. The voters of Atlantic City adopted the commission form of government on Tue. May 14, 1912, with a majority vote of only 122 out of 6486 ballots cast. It was rejected by voters in Wards 2 and 3; but Wards 1 and 4 carried enough extra votes to overcome the loss.

3312. First Commission Election, 1912. At first, a primary election was held for candidates for the City Commission, and 54 candidates were elected at this primary Tue. June 11, 1912. The highest 10 were voted upon in the regular Commission Election of Tue. July 9, 1912, the winners taking their seats Tue. July 16, 1912, for four years. Five men make up the commission, taking seats as Directors of Public Affairs (Mayor), Finance, Public Safety, Streets and Public Works, and Parks and Public Property.

The men elected to these offices at first were, in the same

order: William Riddle, Albert Beyer, William H. Bartlett, Dr. Jesse B. Thompson and Harry Bacharach.

3313. Second Commission Election, 1916. There was no primary for the second or succeeding commission elections. On Tue. May 9, 1916, voters balloted directly for five commissioners by choices; that is, each expressed first, second and third choices, and so on; and the five receiving the highest number of first choice votes were declared elected; being seated Tue. May 16, 1916. There were 25 candidates. Those elected, in order as above, were: Harry Bacharach, Albert Beyer, W. Frank Sooy, Charles D. White and Dr. Jesse B. Thompson.

3314. Third Commission Election, 1920. The third Commission Election, Tue. May 11, 1920, brought out 18 candidates. The winners, in above order, seated Tue. May 18, 1920, were: Edward L. Bader, Albert Beyer, William S. Cuthbert, Louis A. Steinbricker and Louis Kuehnle.

3315. Fourth Commission Election, 1924. By 1924, the Republicans were split into two factions, headed by Edward L. Bader and Harry Bacharach, respectively. Only 10 candidates were voted upon, and the Bader Republican Organization placed one Democrat on its ticket. The law had been changed so that voters balloted directly for a mayor. The winning ticket was elected Tue. May 13, 1924, and took seats Tue. May 20, 1924, in above order: Edward L. Bader, Anthony M. Ruffu, William S. Cuthbert, Harry Headley (D.), and Louis Kuehnle.

3316. Fifth Commission Election, 1928. There were 10 candidates on Tue. May 8, 1928, and the commissioners were seated Tue. May 15, 1928, in the same order: Anthony M. Ruffu, Joseph A. Paxson, W. S. Cuthbert, Harry Headley and Louis Kuehnle.

3317. Sixth Commission Election, 1932. Out of 20 candidates on Tue. May 10, 1932, these took seats Tue. May 17, 1932: Harry Bacharach, Joseph A. Paxson, W. S. Cuthbert, Robert L. Warke and Louis Kuehnle.

3318. Seventh Commission Election, 1936. With 12 candidates Tue. May 12, 1936, the five seated Tue. May 19, 1936, were: Charles D. White, Frank B. Off, W. S. Cuthbert, William F. Casey and Joseph A. Paxson.

3319. Eighth Commission Election, 1940. Fourteen candidates appeared Tue. May 14, 1940, the five elected being seated Tue. May 21, 1940: Thomas D. Taggart, Jr., Daniel S. Bader, W. S. Cuthbert, William F. Casey and Joseph Altman.

3320. Ninth Commission Election, 1944. The war year of 1944 brought out 12 candidates Tue. May 9, 1944, with the winners taking office Tue. May 16, 1944: Joseph Altman, Daniel S. Bader, W. S. Cuthbert, William F. Casey and Albert N. Shahadi.

3321. Tenth Commission Election, 1948. Five candidates opposed the slate of the five incumbents Tue. May 11, 1948; but they were re-elected and took office for the new term Tue. May 18, 1948.

3322. Election Comparisons. The first city election Mon. May 1, 1854, brought out only 18 voters, and, it is said, there was a public office for each. In 1855, the total vote was 49; with 73 in 1856; 77 in 1857; 93 in 1858; and 112 in 1859. The first election in which more than 1000 ballots were cast was that of 1881, with 1224 voting. The number of ballots in 1950 was 28,759, with 39,103 voters registered.

3323. The Luxury Tax. Under a State Act which became a law without the Governor's signature Tue. Apr. 10, 1945, the city imposed a tax on the sale of certain goods and services which went into effect Mon. May 28, 1945. Because it covered some merchandise that made it a burden to people of low incomes; and because of other opposition to taxing in this manner, it was fought in the courts and ruled unconstitutional Mon. June 17, 1946. The total receipts of this period of the tax were \$2,205,975.32.

A new city ordinance was adopted Thur. May 15, 1947, and approved by referendum vote Fri. June 3, 1947, becoming effective Sun. June 15, 1947. The Luxury Tax covers tobacco products, alcoholic beverages, admissions to various amusements, and the renting of rooms in hotels and rooming and boarding houses.

The tax is one cent on a sale of 13 cents, two cents on 25 to 50 cents, three cents on 50 cents to \$1. Under the new set-up, the total receipts from June 15, 1947, to Dec. 31, 1951, were \$7,025,169.26, making a grand total collected

from 1945 to Jan., 1, 1952, of \$9,231,144.58. At this rate the total will go over \$10,000,000 by Sept. 1, 1952.

3324. City Anniversaries. Atlantic City celebrated its Silver Anniversary on one day Thur. June 5, 1879, with a population of less than 5000. Its Golden Jubilee covered four days, Wed. to Sat. June 15-18, 1904, the population having increased to over 35,000. The Diamond Jubilee was spread over the season Thur. May 30 to Mon. Oct. 21, 1929, in connection with the Golden Jubilee of Electric Light (See No. 45) when the population was estimated at more than 65,000.

3325. First City Seal. The first City Seal was delivered to city officials Tue. Dec. 11, 1855. Although it was used for more than 40 years, nobody seems to have discovered that the date of the city's incorporation given as March 18, 1854 on the seal was incorrect until 1897 when City Comptroller Alfred M. Heston obtained from the Secretary of State the true date of incorporation, March 3, 1854.

3326. City Colors. Yellow and white were first chosen as city colors after a yellow ribbon had been used to tie the cigar box which served as a ballot box at the first city election, Mon. May 1, 1854. In 1895, light blue and white were adopted as city colors in place of yellow and white.

3327. City Flag. A flag having three vertical panels—blue, white, blue—was first flown as the city flag at the Golden Jubilee of Atlantic City Wed. June 15, 1904.

On Thur. Aug. 22, 1929, the City Commission by ordinance set the following design for the city flag now in use. "The official flag of Atlantic City shall be made up of three vertical panels, the center of which shall be white impressed with the Coat of Arms; and the outside panels medium light blue, with gold fringe set around the three outside edges."

3328. Present City Seal. The present City Seal was designed by Dr. James North. It consists of a seashell in which is shown a view of the ocean with three yachts and a section of the Boardwalk. Two Dolphins support the shell which is surmounted by two more dolphins and a replica of Absecon

Lighthouse. Two Grecian maids stand on the sides of the shell bearing in one hand the caduceus and in the other flowers of pleasure. Beneath is the motto: "Consilio et Prudentia." The seal was adopted Mon. Feb. 1, 1897, and first used on an issue of bonds Mon. Feb. 15, 1897.

3329. Centennial Colors and Flag. On suggestion of Frank M. Butler, the City Commission adopted on Thur., Nov. 16, 1950, his design of a Centennial Flag for 1954. Of three vertical panels, Yellow, White and Blue, it bears the inscription, "Centennial Year, 1954, Atlantic City, N. J." Yellow and White were the City Colors from 1854 to 1896, and Blue and White have been the City Colors since. This Flag combines the Colors used throughout the life of the city.

3330. Centennial Stamp Sought. By resolution of the City Commission, dated Thur., Feb. 8, 1951, on Butler's suggestion, the Post Office Department was asked to issue a special postage stamp for the 100th Anniversary of the Atlantic City Post Office to be celebrated in 1954, during the City's Centennial.

3331. Christmas Lighting. James J. Tynan, street lighting expert of the Atlantic City Electric Company, reports that special Christmas lighting of the main avenues and Boardwalk for 1950 used 6886 vari-colored 25-watt lamps, 2675 of 10-watt size, and 10 of the 150-watt. Burning for the period of Dec. 5, to Jan. 2, these lights cost \$1200, or about one-sixth of one per cent of the annual cost of residential lighting in the city.

In 1951, the strings of lights across Atlantic Ave. were done away with and in their place were used six-foot metal "trees." The total number of lamps used in these "trees" from Virginia to Georgia aves., was 2288, all 25-watt in size. It is said that this substitution did not materially change the cost of the total Christmas lighting.

(See Page 160 for 11th Election)

(See Page 161 for City Officials)

Public Utilities

3401. Gas. The Atlantic City Gas and Water Company first began to serve gas for lighting homes, hotels and business places on Sat. June 15, 1878, from a plant on Michigan Ave., above Atlantic. Gaslights were placed on the streets in 1880. In 1900, the Consumers' Gas Company opened a plant on Florida Ave. The two plants were purchased by Clarence H. Geist Tue. Nov. 9, 1909, and merged into the Atlantic City Gas Company. This was bought out by the Public Service Corporation in 1933; and the name changed to South Jersey Gas Company Mon. May 5, 1947.

3402. Telephone. The Delaware and Atlantic Telephone Company installed a switchboard in the tower of old City Hall in 1881 and started service with 10 subscribers. The exchange was moved to the Bank building, North Carolina and Atlantic, in 1882, where it remained until January of 1901 when the building at the northwest corner of Mt. Vernon and Pacific was opened. The South Atlantic Exchange was opened in 1912. The present building (northeast cor. Mt. Vernon and Pacific) was cut in Sat. Apr. 28, 1923. The Neptune Exchange was opened Tue. Feb. 1, 1927. The first long distance call beyond the Alleghenies was made in January of 1893. The dial system went into use on Absecon Island Sun. Mar. 3, 1929. Two additional floors were erected on the present building in 1948.

The Atlantic Coast Telephone Company opened its exchange in the Empire Theatre building, 1525 Atlantic Ave., in 1898. Its first long distance call was made Tue. May 24, 1904; after it had hooked up with the Inter-State Telephone Company which obtained its right of way between Camden and Atlantic City Tue. July 21, 1903. The Coast exchange was moved to the Blackstone building, 14 S. Tennessee Ave., Wed. May 18, 1904. It was bought out by the Bell Telephone Company in May of 1916.

The first laying of underground telephone cables was made by the Bell Sat. July 18, 1903; and by the Coast Tue. Oct. 13, 1903.

3403. Water. Until 1882, Atlantic City obtained its potable water from shallow wells and rain cisterns, and some water was brought across from the mainland and sold to householders. The Atlantic City Gas and Water Company had tried to sink an artesian well in 1875, but failed for lack of funds. Manassa McClees had drilled a well about 20 years earlier and spent \$1000 going down 900 feet without finding a satisfactory supply.

The water system of Atlantic City has electric pumps with a capacity of 40 million gallons a day, and a stand-by auxiliary system of gasoline pumps with a capacity of 39 million gallons a day. It has 11 wells with a total output of 17,000,000 gallons a day; and two reservoirs with a total capacity of 500 million gallons. Drought conditions never affect the city's water supply. On July 2, 3 and 4, 1949, the demand totalled 54 millions gallons, or an average of 18 million gallons per day, an unusual use of water here.

Lincoln Van Gilder, superintendent from 1906 to 1946, built up the city's water system to one of the best in the United States. He died on Fri. Nov. 15, 1946; and was succeeded by Maurice Brunstein who was appointed to the post Thur. Jan. 16, 1947.

The Atlantic City Water Works Company, headed by Walter Wood, brought artesian water from the mainland in large pipes across the meadows, giving the resort its first running water Mon. June 19, 1882. In 1888, the Consumers' Water Company began to supply patrons with artesian water from local wells. The city bought out both companies and started its own City Water Department Thur. Aug. 1, 1895.

3404. Electricity. The first use of electricity in the resort began Sat. July 22, 1882, when the Atlantic City Gas and Water Company turned on street lights of the open arc type. The first of these lamps was lighted in front of Kuehnle's Hotel, South Carolina and Atlantic Aves., and others were installed in amusement places and business houses. On Fri. June 1, 1883, these lights were put in use at each street end on the Boardwalk.

The Electric Light Company of Atlantic City switched on the first incandescent lamps on Thur., July 15, 1886; and they were in pretty general use during that Summer. The first

electric motor used here was installed in the plant of the Atlantic Journal Thur. Mar. 15, 1888.

The Atlantic City Suburban Electric Company to serve Ventnor and Margate started Fri. Mar. 24, 1905; and the Atlantic City Electric Company took over all local electric supply on the Island Wed. Sept. 4, 1907. The company's plant on Missouri Ave. was erected in 1910. Its office building at Kentucky and Pacific was opened Thur. Jan. 15, 1930. The company began laying wires underground on Atlantic Ave., Mon. Mar. 9, 1931.

3405. Sewerage. The right to lay pipes for sewerage disposal was granted the Improved Sewerage and Sewage Utilization Company Wed. Nov. 12, 1884. The Chelsea Beach Company was granted a similar right for the Chelsea section Mon. Mar. 5, 1888. The Atlantic City Sewerage Company was given official sanction in buying out the existing sewerage facilities in the city by ordinance approved Sat. Dec. 30, 1905.

3406. Refrigeration by Street Mains. The Atlantic City Cooling Company established a plant for distributing refrigeration by pipes to patrons in the area between New Jersey and Michigan Aves., in 1896. It offered any degree of refrigeration desired to homes, hotels, meat markets and stores. The service was good, but not enough patronage could be obtained and the company discontinued about 1907. Its pipes still are found in street excavating.

3407. "City" Heat. The New Jersey Hot Water Heating Company began serving 60 customers in the area between Virginia and Kentucky Aves., Tue. Mar. 17, 1903. In 1906, the plant was purchased by the Atlantic City Electric Company, and in 1910 the old plant was torn down and the heat furnished by the new plant of the Electric Company, the mains being extended to Arkansas Ave.

3408. Ship-to-Shore Telephone. What was claimed to have been the first commercial ship-to-shore telephone conversation in history was carried on between William M. Rankin, New York advertising executive, staying at a Boardwalk hotel, and Sir Thomas Lipton, on board an ocean liner Sun. Dec. 8, 1929. The United States Navy is said to have carried out the first non-commercial radiophone call from ship to shore Tue. May 16, 1916.

Inter-State Buses

3501. First Bus Line. The first motor bus line projected to carry on inter-state transportation between Atlantic City and Philadelphia so far as any record can be found is mentioned in the newspapers of Fri. Sept. 22, 1905. This item says: "A fleet of 60-horsepower buses will be started from Atlantic City to Philadelphia on Monday" (Sept. 25, 1905). No further record of this seems available, but in those days the automobile had not been developed to a point where such service was likely to be maintained. Many such attempts failed in other cities.

3502. Alkazin Line. William Alkazin, of Atlantic City, is claimed to have established the first bus service between the resort and Philadelphia that continued in operation over a period of years. He started in 1916, and sold out to Schultz in 1929.

3503. Schultz Line. The Schultz Bus Company bought out Alkazin, and Lehman and Ridgeway, two other operators, Thur. Mar. 7, 1929. It opened a terminal at 1607-11 Atlantic Ave., Sat. July 13, 1929, on a five-year lease. The Public Service Inter-State Transportation Company bought out Schultz Mon. Mar. 9, 1931, and continued to operate from this terminal over a year.

3504. Public Service Lines. Having started at 1607-11 Atlantic Ave., Mon. Mar. 9, 1931, the Public Service Inter-State Transportation Company moved to the former Pennsylvania Electric Station, N. Tennessee Ave., Sat. Oct. 1, 1932, after the third-rail had been taken up and the electric trains discontinued. On Wed. Dec. 1, 1943, due to wartime conditions, the Public Service terminal was consolidated with some other lines and all Philadelphia buses used that site until the present terminal on Bacharach Blvd. was opened.

Public Service bought the block bounded by Bacharach Blvd., Arctic, Tennessee and South Carolina Aves., in 1939, for a future terminal site, and from 1946 to 1949 it was used as a parking lot. The present bus terminal on Bacharach Blvd. was opened Wed. Apr. 27, 1949.

3505. Quaker City Lines. T. T. Harris established the Quaker City Bus Line in 1926, with its local terminus at Virginia Ave. and the Boardwalk. It moved to 1021 Atlantic

Ave., in 1929; and from there to 1013 Atlantic in 1931. In 1943, Quaker City moved into the Public Service terminal on N. Tennessee Ave., and followed into the new terminal on Bacharach Blvd. in 1949.

3506. Lincoln Line. Earl Johnson established the Lincoln line between Atlantic City and New York at the International Garage, 2211 Atlantic Ave., in 1930. This garage was destroyed by fire on Fri. May 8, 1934, and the Lincoln Line was moved to its present location, 9 N. Arkansas Ave., that year.

3507. Wilmington Line. The first bus line between Atlantic City and Wilmington was operated by Willis and McDonald from the terminal at 1607-11 Atlantic Ave. Public Service bought the line in 1929, and sold it in 1931 to William Mears. Edward Johnson purchased the line and operated it from the Public Service terminal on N. Tennessee Ave., until 1949, moving from there to the Lincoln terminal, 9 N. Arkansas.

3508. Charter Bus Lines. Prior to 1948, chartered buses which brought excursions from various cities to Atlantic City had been unloading wherever they could find an all-day parking place. Operation of these large buses through congested traffic to the Boardwalk was objected to by the police, and after various attempts at restriction had been made, the city designated the site at Tennessee and Caspian Aves. This was opened in 1948 as a charter bus station and charter buses may not proceed to the Boardwalk except under special police permit. A shuttle service is maintained between the Tennessee and Caspian station and the Boardwalk at Missouri Ave.

3950. First Road to Shore. The first road built from the Delaware River toward the coast was authorized in 1696, to run "from Gloucester to Egg Harbor." This probably was the beginning of what in time came to be the White Horse Pike.

3967. White Horse Pike. The pike was taken over by the State and all tolls abolished in 1893, before automobiles had used it.

Automobiles

3601. First Automobile Owned Locally. G. Jason Waters, proprietor of the Hotel Windsor, near the Boardwalk on Illinois Ave., brought the first locally-owned motor car to Atlantic City on Wed., April 26, 1899, maker's name unrecorded.

On Mon., May 1, 1899, the Pleasantville and Atlantic City Turnpike Company, operating the only highway into the resort at that time, met "to fix a proper toll charge for Jason Water's horseless carriage."

This was an electrically-driven vehicle, and a world's record for driving this type was set by Waters on White Horse Pike that Summer when he made 100 miles at 15 miles per hour on one charge of the batteries.

3602. First Commercial Vehicle. Andrew Schlachter, a produce vendor, is said to have operated the first locally-owned commercial car, about 1912. The body, enclosed by glass windows to display fruits and vegetables, was electrically lighted.

3603. Electric Patrol Wagon. The Atlantic City Police Department is said to have put on the second electrically-driven police patrol in the United States, starting in service Fri. Nov. 7, 1902. It cost \$4250 and was guaranteed to do 11 miles per hour; but showed a speed of 14 miles per hour on test.

3604. Motor Taxicabs. The first motorized taxicabs operated in Atlantic City, it is claimed, were put on the streets by Fred Dehn, who had been running horse cabs for six years. In 1904 he purchased two Model C Wintons and a Rambler for operation by his three boys.

3605. First Commercial Garage. Fred Dehn is claimed to have opened the first commercial garage in Atlantic City at 2722 Atlantic Ave. His youngest son, George, drove the first metered taxicab put on local streets by Charles Lloyd in 1907.

3606. No Licenses Until 1903. When automobiles first were operated in Atlantic City no license of any kind was required. It was not until Mon. Mar. 23, 1903, that the first State Motor Vehicle law was adopted. Licenses were obtained without any sort of examination merely by payment of the fee.

No license tags were issued by the State until Mon. June 1, 1908, and each owner made his own tags by affixing metal figures to a piece of leather. The State Motor Vehicle Department was created in 1906.

3607. Motor Fire Apparatus. The first motor vehicles bought for the Atlantic City Fire Department were an Oldsmobile for Chief William J. Black in 1909; and Nybergs for Chief George Cluin and Dep. Chief Charles C. Whippey, in 1912. These were touring cars without tops.

The first piece of motorized apparatus was an American La France combination truck rebuilt and motorized in 1913, placed in service with Engine Co. No. 4, at California Ave. The second was the new 85-foot gas-electric American La France ladder truck, which was badly wrecked on Thurs. Mar. 19, 1914, when it struck a hole in the paving at Michigan Ave., and hurled Capt. William M. Young to his death.

3608. State Motor Vehicle Agents. Records of the early motor vehicle license agents are somewhat obscure. The best record obtainable for the first is George T. Lippincott, 103 Bartlett Bldg., probably in 1903. George W. Meredith, probably 1906, 12 S. North Carolina Ave.; W. Chandler Stewart, States Garage, 802 Atlantic Ave., 1909; Andrew S. Orr, first at Southern Garage, address unknown; later at City Hall, 1916. William F. Casey was appointed in 1923, at City Hall; Thomas L. Glenn, City Hall, later 5 N. New York Ave., 1930; Joseph Richmond, Jr., 5 N. New York Ave., Mon., Dec. 29, 1952.

3609. First State Motor Vehicle Law approved Fri., Mar. 23, 1903.

3610. State Motor Vehicle Department created Thurs., April 12, 1906.

3611. Ernest Buff, who started driving a taxicab in 1909, has never had an accident nor a motor violation in the 43 years since, probably a national record.

3971. Ferry Boats. The Brigantine Transit Company owned steamers Lorraine, Katherine and Brigantine, which were sold at auction, Tues., Feb. 5, 1907. Sea Bay Transportation Co., used for four years between Somers Point and Ocean City, three power boats, Aurelia, J. A. Reed and David Schuyler. Longport-Ocean City Steamboat Co., organized June 17, 1894, had two steamers, one described as a "palace" with electric lights, carrying 500 passengers.

Marine Transportation

3701. Ferries. The first ferry established to serve the residents of Atlantic County was operated by John Somers from 1693 between Job's Point, at Somers Point, and Beesleys Point in Cape May County.

Ferry service between Atlantic City and Brigantine was maintained by the Brigantine trolley line: see No. 1506. Also prior to 1925 when the Brigantine bridge was opened, the only communication between the two Islands was by boat. Temporary ferry service was used between Absecon and Atlantic City when the first railroad was built before the drawbridge was completed; and ferries were used in short periods when tracks were washed out by storms, or meadow tracks were impassable because of flooding. Ferry service to Brigantine also was employed during the times the Brigantine bridge was out of use: see No. 3109.

3702. Longport-Ocean City Ferry. Ferries were used by the Camden & Atlantic Railroad to transport passengers from Longport to Ocean City after the railroad entered Longport in 1884. On Mon. June 18, 1894, the Longport-Ocean City Steamboat Company was organized for this purpose to stimulate trolley patronage. The Seabay Transportation Company operated three ferry boats from Longport to Ocean City between 1903 and 1907.

3703. Produce by Boat. Farm produce was brought to Atlantic City by boat up until recent years, and a newspaper item of Mon. July 15, 1895, said that "Boats arrive daily at the old reliable truck wharf, Florida Ave., with vegetables."

3704. Ice by the Vessel Load. Up until after the turn of the century, natural ice was brought here by vessel from Maine. William G. Bartlett established the ice business here in 1857 distributing Maine natural ice. County owned ships carried coal from Philadelphia to New England and brought back ice which was sold in Atlantic City.

3705. First Commercial Boat House. Jonas Higbee opened the first commercial boat house on the Island for hiring pleasure and fishing boats, near the railroad drawbridge, in 1856, conducting a hotel nearby for more than 25 years.

The Fenton & Leeds Boat House, at Iowa Ave., still in operation, was erected in 1891. The first dredging by suction pump was done in building the wharf for this boat house, the pump being mounted on the dredge "Sand Witch," owned by Dr. Rex Smith, of Atlantic City, and Capt. Alfred Conover, of Absecon. The dredging started Tue. Sept. 8, 1891.

3706. Motorized Sailing Vessels. So far as can be ascertained, the first sailing vessels owned here to have motor-power installed were owned by Ezra and Josiah Bowen, about 1890. The first motorized fishing boat is said to have been operated by Arthur Higbee and Harry Alpers, about 1892.

3707. Electric Boat Experiments. A trial trip of an electrically-operated boat using storage batteries, brought here to take excursions up the bay, was made at the Inlet Sun. June 14, 1891. No further account of this boat, the "Electron," could be found.

3708. Passenger and Freight Steamers. The first attempt to operate passenger marine service to New York from Atlantic City, so far as any record can be found, was by the 78-foot yacht "Viva," brought here by Capt. Richard Deyne and William Smith, to run daily from the Royal Palace Hotel, Pacific Ave. and Inlet. On its first trip out Sat. June 6, 1908, it was wrecked on the Inlet bar.

The Brazoria, a passenger and freight boat, grounded on the bar off the Royal Palace Hotel, Fri., Aug. 26, 1910, in a heavy sea. The sea smashed her stern freight port letting in water that put out the boiler fire, and with a rising tide she drifted onto the North bar and finally buckled amidship. The cargo was salvaged and passengers taken off safely. A north-easter four days later broke the ship up.

The Atlantic City Transportation Company was organized in 1911 to carry freight to New York, and started service Mon. Sept. 11, 1911. In 1914, the company put on passenger steamers equipped with wireless which could send messages through land stations at Tuckerton and Cape May to its offices in Camden in 15 minutes, which was considered great speed in those days. This steamer service ended with World War I.

Another New York line carrying passengers and freight was operated from the Inlet around 1924.

Racing

3801. Turf Association in 1885. The first attempt to have a horse race track in this vicinity was made by the Atlantic City Turf Association, organized in 1885. Meadow lands along the north shore of the Island were leased from John and Jerry Showell, and many months were spent in draining and banking. The area on which a mile track was to be built lay between Massachusetts and Virginia Aves., down to Mediterranean Ave., much of which is now covered by Bungalow Park. When a shipment of lumber to build grandstand and stables could not be paid for, it was sold at public auction in 1888 and no further effort to complete the track was made.

3802. Harness Racing. For several years amateur harness racing was carried on along the hard beach between high and low water marks. The Atlantic City Driving Association, composed of prominent residents, made arrangements Mon. Dec. 7, 1903, with the Chelsea Heights Land Company for a half-mile track, 60 feet wide, on Chelsea Heights. No further record of this proposed track seems to exist.

3803. Atlantic City Race Track. The present track at McKee City, known as the Atlantic City Race Track, was opened Mon. July 22, 1946. It stands on land bequeathed by John W. Underhill to the Public Schools of Hamilton Township, and previously had been used by the Township as a golf course. Underhill had built up in Mays Landing a fortune of nearly \$100,000 largely from the pennies spent by school children in his store.

3804. Automobile Races on the Beach. For these see No. 214 and No. 1413.

3805. Automobile Racing at Amatol. The Atlantic City Automobile Speedway, at Amatol, on the White Horse Pike, was opened on a mile board track Sat. May 1, 1926, with drivers of national reputation competing. It was to have been an eastern rival of the famous Indianapolis, Ind., track; but racing did not pay, and for some time the track was used for stock model tests. It was torn down in 1933 after standing idle several years.

3806. Bicycle Racing. Around the turn of the century when bicycling was a nation-wide fad, several bicycle "academies" were operated along the Boardwalk. At the Coliseum, at Connecticut Ave., races were held for some time on a banked board track, the first taking place Fri. May 30, 1902.

Motorcycle racing was held on the beach during the Atlantic City Carnival May 25-30, 1914, details of which can be found in newspaper files of those dates.

3807. Dog Races. The National Kennel Club held whippet races on a track laid out at Tennessee Ave. and Absecon blvd., with 144 dogs participating, opening Sat. July 16, 1927. It closed by Aug. 1, the promoters stating they had lost \$35,000.

The Atlantic City Kennel Club staged dog races in the Auditorium, between Mon. May 28, and Sun. Sept. 9, 1934, paying the city a rental of \$165,000 for the period.

3808. Indianapolis Winner. Raymond Keech, who once drove a gasoline truck here, living in Pleasantville, won the 1920 Indianapolis 500-mile race at 97.585 miles per hour.

3809. First Horse Show here, at Inlet Park, Thurs. to Sat., July 13-15, 1899.

3931. The "Dim-Out". Pursuant to an order of the Military Authorities, Atlantic City's first experience with the "dim-out" of lighting during World War II came under a resolution of the City Commission of Thur. Mar. 19, 1942. All outside lighted signs were extinguished, shades were required at all windows facing the ocean, illumination of Boardwalk show windows was cut 50 per cent, and awnings required to be kept down over such windows. Under date of Thur. Apr. 23, 1942, black-out regulations were promulgated. On Tue. Aug. 18, 1942, city hall clock was darkened and the lights not turned on again until Tue. May 8, 1945.

On Thur. May 28, 1942, all store window illumination was cut to 30 per cent, and blue lights required to cut down visibility. On Thur. Mar. 12, 1943, all lighting, including street lights, was shielded to prevent upward glow, and full dim-out regulations put into effect until the end of hostilities.

3332. Eleventh Commission Election. A "Fusion for Freedom" ticket of five opposed the Organization ticket on Tues., May 13, 1952. Horace J. Bryant, James E. Carmack, Charles E. Forrest, John J. Nicholl and Marvin Perskie polled a surprising vote, Carmack being less than 2500 below the lowest man, Thomas B. Wootton, on the Organization ticket. The incumbents, Altman, Bader, Casey and Gravatt were re-elected. Director Cuthbert declined running again. The 11th Commission took seats on Tues., May 20, electing Wootton to Public Safety.

3944. Auxiliary Police. In 1942, Capt. William Mulloy organized a body of Auxiliary Police, more than 800 strong, to assist and substitute for the regular police during wartime. These men served without pay and did a wonderful job. There are over 200 still acting in the same capacity when needed. An ambulance was put into use by the Auxiliary Police on Tue. Aug. 21, 1945, which made 2700 runs. A new ambulance, paid for by popular subscription and efforts of the Auxiliaries, was put into use on Tue. Apr. 20, 1948, at a cost of \$8500.

3979. Board of Education. Pres., Dr. Stanley L. Lucas; Vice-Pres., Hugh L. Wathen; Joseph F. Bradway, Dr. James E. Carmack, Charles H. Donaway, Simon Lippman, Mrs. Gladys Kammerman, Dr. P. C. Martucci, Mrs. Sara Singer. Sec., Alfred Saseen; Bus. Mgr., Lentz D. Gold; Supt. of Schools, Dr. John T. Milligan.

3973. Population of Atlantic City, 1860-1940. Census figures for Atlantic City from the first taken in 1860 down to 1950 are:

1860 687	1890 13,055	1920 50,682
1870 1,043	1900 27,838	1930 66,198
1880 5,477	1910 46,150	1940 64,094
		1950 61,642

3981. Tercentennial Association. The New York-New Jersey Tercentennial Association was organized here Thurs., Dec. 27, 1951, for commemoration of the 300th Anniversary of the Establishment of New York and New Jersey as American Colonies, with the aim of the "Greatest International Exposition of All Time" to be held between 1959 and 1964. It is expected to combine also the 350th Anniversaries of the Discovery of New York and New Jersey, the 350th of the Settlement of New York City, the Sesqui-Centennial of the Discovery of Canning and the Centennial of Discovery of Petroleum.

Officials of City Government Departments

(Dates are of appointment to Present Ratings)

(* means acting)

DEPT. OF PUBLIC AFFAIRS

Mayor, Joseph Altman, 5/16/44.
Executive Secretary, William C. Thomas, 4/1/48.
Mayor's Secretary, Helen M. Levin, 1/1/21.
City Clerk, Bertram E. Whitman, 2/2/28.
Asst. City Clerk, Anne Delaney Carey, 1/1/26.
City Solicitor, Murray Fredericks, 12/15/49.
Asst. Solicitor, Daniel J. Dowling, 2/7/48.
Asst. Solicitor, Chaim H. Sandler, 8/9/45.
Municipal Court Judge, Stephen A. Damico, 1/1/49.
Municipal Court Clerk, Tuttle C. Walker, 8/7/39.
Assessor Board Pres, Anthony B. Berenato, 2/16/51.
Assessor, Ralph N. Cavileer, 10/1/26.
Assessor, Nicholas C. Origlio, 7/16/48.
City Health Officer, Dr. Samuel L. Salasin, 6/4/20.
Asst. Health Officer, Dr. Stanley L. Lucas, 10/1/29.
Registrar of Vital Statis., Edward L. Coffey, 7/1/42.
Auditorium Manager, Philip E. M. Thompson, 3/21/33.
Manager of Airports, James F. DeVinney, 2/23/48.
Municipal Airport Supervisor, H. Bevan Baldwin, 7/1/23.
Parking Meter Supervisor *, James P. Curley, 8/1/49.
Civil Defense Director, Joseph C. Hackney, 1/8/51.
City Librarian, Ray N. Newell, 1/1/41.
Asst. Librarian, Jessie L. Rowley, 7/28/44.
Chief Photographer, Albert Gold, 1/23/39.
City Park Supt., Isaac Pincus, 5/1/41.

DEPT. OF REVENUE AND FINANCE

Director, John A. O'Donnell, 7/3/52.
Comptroller, Bessie M. Townsend, 11/6/13.
Asst. Comptroller, Robert Wood, 1/1/25.
Cashier, Joseph A. Arata, 12/16/34.
Auditor, Stanley H. Snyder, 10/11/49.
Auditor, Howard M. Day, 10/11/49.
Paymaster, William A. Martino, 10/22/48.
Tax Collector, John J. Sweeney, 7/23/48.
Mercantile Tax Supervisor, Francis D. Kelly, 10/22/48.
Luxury Tax Administrator, Allen Wiesenthal, 5/25/45.
Asst. Administrator, Harold L. Willit, 5/25/45.
Alcoh. Bev. Lic. Inspector, Bernard F. Murphy, 5/4/49.
Supt. Weights and Measures, Edward S. Barnes, 5/1/31.

DEPT. OF PUBLIC SAFETY

- Director, Thomas B. Wootton, 5/20/52.
 Asst. Director, Meredith E. Kerstetter, 9/15/42.
 Secretary, Richard S. Jackson, 6/1/50.
 Police Chief*, Earl W. Butcher 12/16/51.
 Secretary*, Francis A. Zehringer 8/8/51.
 Boardwalk Supervisor, Wilbur V. Band, 5/1/43.
 Bail Clerk, Joseph Lepera, 1/1/49.
 Fire Chief, Rudolph J. "Rex" Farley, 11/16/43.
 Dep. Fire Chief, Zenus U. Mathis, 8/21/50.
 Secretary, Albert W. Dalton, 6/1/50.
 Battalion Chiefs, William B. Bierley, 3/1/46;
 Joseph Barnetto, 6/17/47;
 Joseph O'Neill, 6/1/50;
 Clifford J. Hogan, 6/1/50;
 Richard S. Jackson, 6/1/50.
 Hotel Fire Marshall, Lester J. Jackson, 3/1/49.
 Chief Drillmaster, Edward F. Mulvihill, 1/3/51.
 Asst. Drillmaster, Joseph C. Hackney, 8/1/44.
 Chief Mechanician, Thompson A. Campbell, 7/1/16.
 Custodian of Supplies, Charles E. McCormack, 4/1/47.
 Beach Patrol Supt., Richard W. Hughes, 4/30/43.
 Asst. Supt., Alexis E. Miller, 4/30/43.
 Secretary, Robert Dean, 5/26/47.
 Elec. Bur. Chief *, Charles F. Miller, 10/11/49.
 Asst. Chief, Charles H. Eichorst, 6/16/38.
 Chief Inspector, Davis C. Bach, 5/3/46.
 Welfare Director, John W. Lewis, 9/28/50.

(See Page 140-B)

DEPT. OF PARKS AND PUBLIC PROPERTY

- Director, Philip B. Gravatt, 3/31/50.
 City Purchasing Agent, Alfred C. Patterson, 1/1/32.
 Promotion and Adv. Mgr., Mall W. Dodson, 1/1/45.
 Public Relations Agt., Louis F. Cunningham, 1/1/37.
 Water Dept. Supt., Maurice S. Brunstein, 1/16/47.
 Asst. Supt., Max Grossman, 10/13/40.
 Cashier, Charles H. Paxson, 11/1/28.
 Pumping Sta. Supt., Jesse Hackney, 7/1/49.
 Building Dept. Supt., Louis F. Watson, 3/19/43.
 Asst. Supt., William Glass, 1/1/45.
 Plumbing Inspector, Guy D. Wilson, 1/1/45.
 Jitney Inspector, Albert G. Welch, 11/19/37.
 Taxicab Inspector, Morris Goldstein, 4/16/38.
 Municipal Market Mgr., Irwin Myers, 6/1/34.
 Poultry Market Mgr., Samuel Manlin, 3/16/44.
 Harbor Master, Morrell VanSant, 3/1/29.
 Athletic Director, Norman B. Reeves, 1/1/40.
 City Hall Custodian *, William Moore, 5/21/43.

DEPT. OF STREETS & PUBLIC IMPROVEMENTS

- Director, William F. Casey, 3/22/34.
 Secretary, Frances L. Ross, 5/12/24.
 Highway Supervisor, Fred M. Herrick, 3/20/44.
 City Engineer, George R. Swinton, 12/18/41.
 Asst. Engineer, William A. Craig, 1/1/32.
 Boardwalk-Beach Supt., Clarence E. Cavileer, 7/1/24.

COUNTY GOVERNMENT OFFICIALS

(In Atlantic City; with Employment Dates.)

- Assemblymen: Paul M. Salsburg, 1948; Milton W. Glenn, 1951.
 Auditor: George M. Parker, 1934.
 Bridge Engineer: George S. Ober, 1921.
 Coroners: Leon Leopardi, 1950; John H. Hester, 1949.
 Clerk: William A. Blair, 1923.
 Election Board: Edward T. Keeley, 1952, chairman; Melvin M. Ripley, sec., 1930; William C. Lear, 1933; Robert Stretch, 1952.
 Engineer, Acting: Fred S. Steelman, 1948.
 Freeholder Board: Mercer H. Wilson, dir., 1944; James H. Boyd, clerk, 1937; Atlantic City Members — 1st Ward, Edward S. Barnes, 1940; 2nd Ward, Samuel H. G. Weakley, 1951; 3rd Ward, Dr. Jacques Batey, 1949; 4th Ward, James P. McDonough, 1951.
 Grand Jury Clerk: Maurice A. Risley, 1912.
 Health Service Director: Caroline R. Shreve, 1935.
 Highway Supt.: Raymond G. Ireland, 1938.
 Judges, Superior Court (formerly Common Pleas): Leon Leonard, 1948; George T. Naame, 1948; Chancery Div., Vincent S. Haneman, 1947.
 Mosquito Extermination Director: Fred A. Reiley, 1917.
 Probation Officer (and Adjuster): W. Preston Crook, 1934.
 Physician: Thomas J. Petinga 5/21/52.
 Prosecutor: Lewis P. Scott, 1945; asst., David R. Brone, 1945;
 Chief Detective: Frank J. Harrold, 1923.
 Public Works Supt.: Alfred B. Ripley, 1951.
 Purchasing Agent: J. Potter Reilly, 1945.
 Senator: Frank S. Farley, 1941.
 Sheriff: Gerard L. Gormley, 1947.
 Solicitor: Albert N. Shahadi, 1950.
 Surrogate: Albert C. Abbott, 1919.
 Tax Board: John Machise, pres., 1944; William T. Somers, sec., 1950; Daniel H. V. Bell, Sr., 1934; Mercer H. Wilson, 1947.
 Treasurer: Frank S. Farley, 1944; asst., Joseph P. McBeth, 1938.
 Welfare Director: Charles R. Jeffries, 1942.

SHERIFFS, SINCE 1900

- | | |
|---------------------------|--------------------------|
| 1899, Smith E. Johnson | 1926, James Cimino |
| 1902, Samuel Kirby | 1929, Daniel D. Conway |
| 1905, Smith E. Johnson | 1932, Alfred H. Johnson |
| 1908, Enoch L. Johnson | 1935, Walter S. Jeffries |
| 1911, Robert H. Ingersoll | 1938, Alfred H. Johnson |
| 1914, Joseph R. Bartlett | 1941, James E. Carmack |
| 1917, Alfred J. Perkins | 1944, Harry W. Huffnagle |
| 1920, Malcolm B. Woodruff | 1947, Gerard L. Gormley |
| 1923, Howard R. Cloud | |

COUNTY CLERKS, SINCE 1900

1895, Lewis P. Scott	1913, Wilson Senseman
1908, Edward S. Lee	1914, Edwin A. Parker
1909, Samuel Kirby	1923, William A. Blair

SURROGATES, SINCE 1900

1883, John S. Risley	1918, Daniel H. V. Bell
1902, Emanuel C. Shaner	1919, Albert C. Abbott

JUDGES OF DISTRICT COURT

1899, Robert H. Ingersoll	1926, Robert L. Warke
1901, Frank Smathers	1931, W. Lindley Jeffers
1920, Louis A. Repetto	1942, George T. Naame
1923, Clarence Pettit	1947, Richard S. Mischlich

CLERKS OF DISTRICT COURT

1899, Frank J. Moore	1909, Joseph R. Bartlett
1901, Edward R. Donnelly	1911, Daniel H. V. Bell, Sr.
1905, James H. Hayes, Jr.	1912, George R. Gries
1906, Robert M. Johnston	1913, William L. Risley

CITY CLERKS, SINCE 1900

1893, Emery D. Irelan	1916, Joseph A. McNamee
1905, Edward R. Donnelly	1928, Bertram E. Whitman
1912, Daniel H. V. Bell, Sr.	

CITY TAX COLLECTORS, SINCE 1900

1898, William Lowry, Jr.	1934, Harry Jones
1912, Lewis L. Mathis	1944, John J. Sweeney

SUPTS. OF WATER DEPT., SINCE ORGANIZATION

1895, George T. Prince	1905, Lincoln Van Gilder
1896, William C. Hawley	1947, Maurice Brunstein
1903, Kenneth Allen	

CHIEFS OF CITY ELECTRICAL BUREAU

1892, Dalgren Albertson	1912, Frank K. Shinnen
1894, C. W. Brubaker	1919, Arthur A. Hubler
1900, Albert C. Farrand	1920, Frank K. Shinnen
1911, George W. Proffatt	1938, Joseph S. Milligan
	1949, Charles F. Miller

CITY ENGINEERS, SINCE 1900

1898, John W. Hackney	1912, John W. Hackney
1909, Estell D. Rightmire	1932, Frank D. Mount
1912, Frank D. Mount	1941, George R. Swinton

CASHIERS IN FINANCE DEPT.

1921, Charles H. Parsons	1936, Joseph A. Arata
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CROSS-STREET GUIDE OF ATLANTIC CITY

100	Maine	1400	Tennessee	2700	California
	St. Katherine		S. St. James		S. Belmont
	N. Mulock ter.		N. Center		N. Maxwell
200	New Hampshire		N. Bay	2800	Iowa
	S. Seaside	1500	New York		Stenton
	N. Folsom		S. Westminster	2900	Brighton
	S. Belle Haven		N. Brooklyn	3000	Morris
300	Vermont		N. Howard	3100	Chelsea
	S. Victoria	1600	Kentucky	3200	Montpelier
	N. Irving		S. Mt. Vernon	3300	Sovereign
	S. Lighthouse la.		N. Surf pl.	3400	Boston
400	Rhode Island		N. Green St.	3500	Providence
	S. Metropolitan		N. Rosemont	3600	Hartford
	N. Houston	1700	Illinois		St. David's
	N. Taylor		N. Disston	3700	Albany
500	Massachusetts		N. Robinson		Roosevelt
	Congress	1800	Indiana	3800	Trenton
600	Connecticut		S. Park		Lincoln
	Oriental pl.		N. Leeds pl.	3900	Harrisburg
700	New Jersey		N. Hobart		Elberon
	S. St. Charles		N. Trinity	4000	Dover
800	Delaware	1900	Ohio		Ridgeway
	S. States	2000	Michigan	4100	Annapolis
	N. Reed		S. Fleming		Windsor
	N. Clinton		N. Good Will	4200	Richmond
900	Maryland		N. Keener		La Clede
	S. Temple Gard.	2100	Arkansas	4300	Raleigh
	N. Wootton	2200	Missouri		Delancey
1000	Virginia		S. Columbia pl.	4400	Columbia
	Presbyterian	2300	Mississippi		Bartram
1100	Pennsylvania		N. Blake	4500	Kingston
	S. Mansion	2400	Georgia		Aberdeen
	N. Bartlett	2500	Florida		Berkeley sq.
1200	North Carolina		Bellevue	4600	Tallahassee
	S. Chalfonte	2600	Texas		Plaza
	N. Haddon		S. Spray	4700	Montgomery
1300	South Carolina		S. Albion		Newton
	Ocean		N. Arizona	4800	Jackson

3921. Island Bought for Four Cents an Acre. When Thomas Budd purchased Absecon Island and around 10,000 acres of mainland, in 1685, he paid four cents per acre for the land on which Atlantic City now stands; and 40 cents per acre for mainland property.

3976 First 10 Police Badges. Patrolmen oldest in service (with dates of appointment) are: 1. Bacchus White, 6-12-19 2. Frank Manara, 6-12-19; 3. George T. Mullin, 6-13-19; 4. Oswald S. DeVinney, 6-9-20; 5. Samuel Mendelsohn, 6-15-22; 6. Morris Shills, 6-16-22; 7. James J. Smith, 6-5-23; 8. William E. Winkler, 6-16-23; 9. Percy L. Hodges, 6-16-23; 10. Nicholas R. Marinelli, 6-16-23. The oldest pensioned policeman is William H. Ritz, born 10-29-68; pensioned 1-5-21. John B. Thieman is 11th. DeVinney has retired but numbers have not changed yet.

LONGITUDINAL AVENUES, ATLANTIC CITY

INLET	MID-TOWN	DOWNTOWN
700 Parkside	1300 Huron	300 Sunset
600 Sewell	1200 Erie	200 Fairmount
Stroudsburg	1100 Ontario	100 Winchester
500 Caspian	1000 Marmora	Ventnor
Inlet	900 McKinley	Chelsea Parkway
Pitney	800 Grant (Reading)	ATLANTIC
Liberty	700 Magellan	100 Pacific
400 Adriatic	Lincoln	Boardwalk
Drexel	600 Sewell	
Independence	Blaine	
300 Melrose	Washington	
Franklin	500 Caspian	
French	Wabash	
200 Madison	(Hummock)	
Beach	400 Adriatic	
100 Grammercy	Leeds	
ATLANTIC	Drexel	
Wistar	300 Mediterranean	
Euclid	200 Baltic	
100 Pacific	100 Arctic	
Dewey	ATLANTIC	
200 Oriental	100 Pacific	
Boardwalk	Boardwalk	

VENICE PARK STREETS

Southeast - Northwest	Northwest - Southeast
E. Riverside Drive	Absecon Boulevard
Park	Penrose
Barnard	Ohio
Seymour	Madison
North	Michigan
Grammercy	Emerson
Kuehnle	Arkansas
Murray	Beach
N. Riverside Drive	Missouri
Hamilton	Columbia
Sheridan	Mississippi
Senate	W. Riverside Drive

CHELSEA HEIGHTS STREETS

Chelsea Heights lies north of the Thoroughfare, between Albany and Jackson Aves. South to North:

South Boulevard	Crossan
King	West End
Porter	Elizabeth
Filbert	John

3923. Convention Bureau. The Atlantic City Convention and Publicity Bureau was incorporated in 1908 by hotel and business firms with an annual budget of \$8000 which has increased year by year until it now spends \$200,000 per year to obtain and direct conventions. Albert H. Skean, managing director, has held that post 21 years.

3924. First Picture Post Cards. Carl Voelker, Sr., publisher of a local newspaper, is credited with having introduced picture post cards, the forerunner of greeting cards, in America, in 1893. His wife brought the idea home from a visit to Germany, and Voelker had cards printed in colors with Atlantic City scenes. The idea was not received with enthusiasm at first, but long before his death, in 1906, the picture post card had covered the country and become a fad.

3926. First Call Letters Still Used. When the first Western Union Telegraph office was established in Atlantic City, in the Mansion House, Pennsylvania and Atlantic Aves., built in 1855, the call letters assigned—and still in use—on the wire for Atlantic City were MH.

3951. Visitors to Atlantic City. Chamber of Commerce estimates of peak population of the resort on week-ends and holidays is 360,000. Room occupancy estimates are: 100,000 day trippers, 70 days; 7,000,000; first class rooms, two persons per room, 35 percent occupancy for 295 days, 2,478,000; day trippers, 10,000 for 295 days, 2,950,000; two persons per room in 12,000 first class rooms, one week, 240,000; three persons per room in 10,000 additional rooms, one week, 450,000; summer rental rooms, 10,000 with five persons per unit, 75,000; total number of visitors per year, 13,193,000.

3955. City Scrip. Scrip was authorized for paying employees' salaries on Thurs., Feb. 9, 1933. This bore interest to Wed., Jan. 1, 1936. The last issue was Wed., June 30, 1937. The total amount paid out was \$9,483,048. The total redeemed was \$9,479,286; leaving \$3,762 outstanding, much of it believed to have been kept as souvenirs. Total cost of scrip, interest, etc., estimated at near \$1,000,000. All scrip redeemed was burned in March of 1945.

3975. Atlantic County Historical Museum. The old Somers Mansion, at Somers Point, built in 1729, was deeded for a County Historical Museum in 1937, by Mrs. Lulu Somers Hayday and Richard Somers Smith. It was restored with WPA funds, and dedicated on Sun., Sept. 6, 1942.

Alphabetical Digest

This Index is called Alphabetical Digest because it is a chapter in itself with many items of information that do not appear in any other part of the book. Where page or paragraph numbers are not shown, the text has nothing more than the index listing. Some were so listed because they were received too late to be included elsewhere; others, because they were not sufficiently important for a regular paragraph.

Page	Par.	
165	3921	Absecon Island bought for four cents an acre.
85	1905	Accident Bureau, Police, opened 1/2/22.
49	1212	Air Beacon, 1st, Ritz-Carlton Hotel, 5/30/29.
75	1704	Air, First "Bombing" from, July, 1910.
75	1703	Air Carnival, 7/2 - 12/10.
76	1705	Air Congress, Pan-American, 5/2-31/19.
75	1706	Air Fatality, 1st, 5/24/19.
37	804	Air Force, Army, in Auditorium, 7/15/42 - 11/15/45.
88	3929	Air, First Passenger Service.
77	1711	Air Service, Army, started 7/18/14.
77	1709	Airplane, Rocket Glider, 1st, 6/4/31.
77	1710	Airplane Pilot License, 1st, 6/8/11.
76	1705	Airplane (Seaplane) NC-4, here, 9/22/19.
75	1700	Airport, Chapter on
75	1702	City Purchase of, 7/8/22.
75	1701	First in the World, 5/10/19.
77	1714	Improvements to, 1949.
77	1714	Lighting, 1949.
77	1712	Pomona (Atlantic City), opened 5/6/43.
76	1708	Airship, Akron (Vaniman's) crash, 7/2/12.
76	1707	America, 1st att. to cross ocean, 10/15/10.
4	14	American Legion Founder's Plaque, 6/26/45.
51	1300	Amusements, Chapter on
53	1309	Academy of Music opened 1892.
53	1306	Actors, Early.
52	1305	Concert Gardens (Beer Gardens).
51	1301	Early, centered on beach, 1869.
55	1315	Haunted Forest, 1894.
55	1315	Haunted Swing, 1894.
56	1318	Merry-Go-Rounds, 1st, about 1870.
57	1321	Motion Pictures, 1st here 1897.
54	1311	Observation Wheels, 1st, 1872.
55	1314	Revolving Towers, 1895.
147	3324	Anniversaries, City, Silver, 6/5/79.
		Golden, 6/15 - 18/04.
		Diamond, 5/30 - 10/21/29.
		Centennial, May-Oct., 1954.
49	1213	Apartments, see also 2707, 2710,
		Maharba, 1st called Champion, comp., 10/25/02.
		Name changed by Von Hoffman Herr, 5/22/19.
114	2711	Armory, Morris Guards, opened 1/26/88.
114	2712	State, dedicated 10/25/29.
58	3930	Army occupied A. C., also 37 804.
61	1409	Atlantic Ave., Bend in, laid out 1884.
30	3900	Atlantic City "All-the-Time", Slogan.
68	3932	Atlantic City, Development of
111	3968	Atlantic City Open All Year.
72	1511	Atlantic City Transportation Co., start 4/16/45.

Page	Par.	
167	3951	Atlantic City, Visitors to
20	115	Atlantic Ocean, No. 1, built 1908.
37	801	Auditorium, opened 5/31/29.
37	804	Army Use of, 7/15/42 - 11/15/45.
37	802	Capacity. Contract signed 1/6/27.
167	3923	Convention Bureau.
37	801	Largest in the World.
37	803	Pipe Organ.
154	3600	Automobiles, Chapter on.
155	3607	1st Fire Apparatus, 1913.
154	3602	1st Commercial, 1912.
154	3601	1st in City, 1899, April.
154	3605	1st Garage, about 1904.
155	3608	State Motor Vehicle Agents, 1903-52.
154	3606	Licenses, Early.
154	3603	Patrol Wagon, 1st, 11/7/02. (Electric).
155	2606	State License Tags 1st issued 6/1/08.
155	3606	State Motor Vehicle Dept. opened 1906.
154	3606	State Motor Vehicle Law, 1st, 3/23/03.
134	3105	"Banana" Boats.
135	3105	Amelia, 2/18/24.
134	3105	Andes, 1/22/94.
134	3105	Brighton, 3/30/03.
135	3105	Terra Alba, 12/24/12.
		Banks, see Buildings, 114 2709 and 115 2716-17.
115	2717	Boardwalk, opened 7/22/07.
114	2709	First, opened 5/23/81.
115	2716	Guarantee Trust, opened 2/2/00.
21	204	Bath Houses, 1st Commercial, 1854.
21	203	Movable.
21	202	Primitive.
22	207	Bathing Suits, 1st Bloomer, 1907.
22	205	Early.
22	206	First Hiring of, 1855.
23	211	Padded.
22	209	Shirts discarded, 1940.
22	208	Stockings discarded, 1928.
22	209	Stockings Rolled Down, 1st by "Miss America", 1921.
138	3205	Baths, Florida Ave., Collapse of, 8/31/40.
21	200	Beach, Chapter on.
31	404	Accretion Land Suits, 9/8/80.
11	41	Area of, Atlantic City.
24	3970	Areas of, Suburbs.
23	210	Cabanas, 1st, 6/5/31.
22	209	Censors.
21	201	Character of.
23	210	Chairs.
23	214	Driving on.
9	35	Easement Deeds, 4/30/96.
27	309	Hospitals, 1st opened 8/11/07.
23	212	Mackintosh Law, 1st, 5/28/07; amended 1922, 1946.
9	34	Park Act passed, 4/26/94.
11	41	Park Area, Atlantic City.
9	34	Park Ordinance passed 10/13/99.
23	215	Peddling on, 1st, 1884.
24	3948	"Point of Beach."
23	213	Riding Horses on.
46	3917	Sand Artists.
25	300	Beach Patrol, Chapter on.
28	317	Benevolent Organization formed 9/4/20.

Page	Par.	
26	305	City Ordinance for, 1st, 8/24/91.
50	3962	Deaths on
28	316	Experience of Patrol.
27	309	Hospital, 1st, 8/11/07.
28	314	Hours on Duty, 9:30 A. M. to 6:30 P. M.
		Life Boats on Davits, 1918, Idea of John Furrow.
50	3937	Lifeguard Paralyzed.
25	301	Life Guard Service, Early, 1855.
25	302	Life Guard Service, 1st Organized, 1872.
29	319	Life-Saving Suit, Boynton's, 1874.
27	313	Lookout Stands.
26	308	Medical Service, 1st, 1904.
26	306	Paid Patrol, 1st on Duty 6/12/92.
28	315	Personnel of.
		Pulmotor, 1st, given by A. C. Electric Co., 7/24/13.
27	310	Reorganization of, 1913.
27	312	Rescue Record, 1913-49.
27	311	Resuscitation by Schafer Method.
30	320	Sunburn, How To Get Safely.
29	318	Tests for Guards.
26	304	Volunteer, Lucky.
25	303	Volunteers.
116	2720	Bench Marks (Heights above sea level).
1	1	Boardwalk, Chapter on.
115	2718	Arcade, opened 4/20/27.
10	39	Area of.
115	2717	Bank on, opened 7/22/07.
6	22	Becomes a Business Street, 1880.
9	33	Becomes Heart of the Resort.
14	57	Before 1890, illustration.
13	53	Block Lengths.
12	44	Brighton Park deeded to city 9/29/79.
119	2803	Brighton Park in Carrere and Hastings Plan.
14	55	Builders of Boardwalk.
9	36	Can Be Moved Out.
13	51	Chelsea, opened 1884.
12	46	Comfort Stations, 1st Ordinance for, 5/12/02.
50	57	Concrete casing applied.
5	18	Copied in other Resorts.
11	40	Decking, Herringbone, start 12/14/16.
13	52	Downbeach, start 5/6/05.
9	35	Easement Deeds signed 4/30/96.
11	43	Easter Parade, 1st, 4/16/76.
6	23	Electric Lights on, 1st, 6/1/83.
50	58	First Moving Electric Sign.
3	8	"Father of the Boardwalk", Alexander Boardman.
4	12	Financing of, 1st.
5	15	First, Construction of.
5	16	First, Dedication of, 6/26/70.
10	37	Fifth, or Present, dedicated 7/8/96.
4	14	Founders of; and Founders' Plaque.
12	45	Fountain of Light given city 10/21/29.
8	32	Fourth dedicated 5/10/90.
8	29	Hurricane Wrecks, 9/9/89; also 138 3202.
139	3206	Hurricane, Damage by, 9/14/44.
4	13	Loan for First.
14	56	Longport.
5	19	Made Atlantic City.
13	52	Margate.
10	38	Moved Out, 1890 and 1907.
11	42	Named as a Street 8/17/96.

Page	Par.	
2	5	Not a Business Idea.
13	49	Numbering Ordinance, 3/28/04.
2	4	Origin of.
2	3	Origin of Name.
6	20	Overflowed with Strollers.
3	9	Petition for, Original, about 4/1/70.
3	10	Petition to City Council, 4/25/70.
12	47	Pigeons, 1st on, before 1900.
13	50	Policing of, 1st, 5/5/73.
4	11	Resolution for, Original, 5/9/70.
8	31	Right of Way Fights.
8	30	Right of Way Ordinance, 11/27/89.
11	40	Runways for Rolling Chairs start 8/27/14.
6	21	Second, built 1880.
12	48	Snow on, No (First cleared off) 1/9/93.
1	2	Stands Where Ocean Rolled.
14	54	State Seals on, erected 1940-41.
7	28	Strollers Fall Off.
5	17	Success, an Immediate.
		Superintendent of, post created 12/14/10.
7	26	Third, completed 6/16/84.
7	25	Vehicles Cross.
50	59	Ventnor, rebuilt.
7	27	View of Ocean Shut Off by Buildings.
7	24	Wrecked by Storm, 1/9/84.
75	1704	"Bombing" from Air, 1st, July, 1910.
60	1407	Boundaries of Resorts.
59	1400	Bridges, Chapter on.
64	1417	Absecon Boulevard open 9/27/46.
64	1417	Albany Ave., open 5/28/28.
64	1419	Brigantine, open 4/12/25; crashes 135 3109.
		Camden-Phila. Toll Bridge open 7/1/26.
67	1436	Clover Leaf open 1931.
64	1420	Dorset Ave., open 5/29/30.
65	1427	Longport-Ocean City open 10/5/28.
63	1415	Longport-Somers Point open 11/4/16.
64	1418	Margate-Northfield open 8/1/30.
67	1434	Somers Point-Beesleys Point open 6/16/28.
67	1433	Somers Point-Ocean City open 8/19/33 (Present).
		Somers Point-Ocean City, 1st, 11/1/13.
84	1822	Brigantine Incorporated 6/3/90.
		Brigantine Name given 1680.
12	44	Brighton Park given city 9/29/79.
119	2803	Brighton Park in Carrere and Hastings Plan.
113	2700	Buildings and Land, Chapter on.
114	2711	Armory, 1st, Morris Guards open 1/26/88.
114	2711	Armory, Present, Morris Guards open 4/2/02.
114	2712	Armory, State, completed 11/1/28.
114	2707	Apartments, 1st Brick in City, 1902.
49	1213	1st on Boardwalk, brick, 1901.
114	2710	1st Fireproof, 1911.
115	2718	Arcade, Boardwalk open 4/20/27.
115	2717	Bank, 1st on Boardwalk open 7/22/07.
114	2709	Bank, 1st in City (brick) open 1881.
115	2718	Boardwalk Arcade.
113	2702	Brick Building, First in City, about 1875.
117	2726	City Electrical Bureau, present, open 7/5/22.
116	2719	City-Owned Property, Oldest, about 1868.
113	2704	Factory, 1st Brick, 1875.
49	1215	First Building over 100 ft. high, 1895.

Page	Par.	
115	2716	Guarantee Trust, completed 8/10/03. Height of tallest structures: WFPG radio tower 408 ft.; Claridge, 350; Ritz, 300; Haddon Hall, 284; President and Auditorium, 225; Marlborough-Blenheim, 210; Gas Holder, 236; A. C. Electric chimneys, 216; Lighthouse, 167.
113	2701	House, 1st in City after incorporation.
114	2706	House, 1st Brick, 1886.
118	2732	Housing, Public. Chelsea Village open 2/25/40. Distomo Village open 7/1/46. Haines Village turned over to city 9/4/47. Lagoon Village turned over to city 9/4/47. Jonathan Pitney Village dedicated 4/1/41. Stanley Holmes Village dedicated 5/1/37. 400 additional Units allocated to A. C., 9/27/49.
45	3908	Inlet Social Clubhouse ded., 1/28/50. Industrial, first in city. Land purchase, early, by John Scott, 300 A., 1/6/1714.
118	2731	Jewish Community Center opened January of 1927.
117	2728	Junior High School dedicated 9/14/01.
115	2714	Masonic Temple dedicated 12/10/27.
114	2713	Odd Fellows' Hall opened 1892.
113	2705	Office bldg., 1st brick, (R. E. and Law), built 1887.
114	2708	Oldest still standing, built 1854.
113	2703	Store, 1st brick, built 1858. Tent Village at Hartford & Bdwk., 1908-1912.
115	2715	Tuna Club dedicated 7/4/48. Club org. 1936.
117	2729	Y. M. C. A., present bldg., dedicated 7/10/12.
118	2730	Y. W. C. A., present bldg., dedicated 1/4/29.
152	3500	Buses, Chapter on.
70	1503	Beach, to, start 8/5/91.
152	3502	Alkazin Line start 1916.
71	1508	Carettes, 1895.
153	3508	Charter Bus Terminal opened 1948.
152	3501	First Bus Line start 9/25/05.
152	3506	Lincoln Line start 1930; in fire 5/8/34 (3034).
152	3504	Public Service start 3/9/31. moved to Tennessee Ave., 10/1/32. moved to Bacharach Blvd., 4/27/49.
152	3505	Quaker City Lines start 1926.
152	3503	Schultz Line start 3/7/29.
72	1513	Shore Fast Line buses substituted 1/18/48.
153	3507	Wilmington Line start 7/13/29. Camden and Atlantic Land Co., Incorp., 3/10/53. (Principal developer of A. C. and Ventnor).
71	1508	Carettes (buses on Pacific Ave.) 1895.
56	1318	Carousels (Merry-Go-Rounds) 1319, 1320.
134	3103	Casto, Mark, Cherokee Rescuer, 1/14/06.
148	3329	Centennial Colors and Flag.
148	3330	Centennial Stamp Sought.
78	3934	Centennials, also 3935.
116	2721	Chelsea Beach Co., org. 7/18/83.
116	2721	Chelsea Developed, start 7/18/83.
117	2725	Chelsea Heights opened Oct., 1902.
118	2732	Chelsea Village opened 2/25/40.
40	3904	Child, 1st born after inc. of city, 6/15/54.
40	3903	Child, 1st born on Island, 5/2/1828.
45	3907	Christmas Club, 1st, 1901.
148	3341	Christmas Lighting.

Page	Par.	
147	3324	City, Atlantic, Anniversaries of.
147	3326	City Colors adopted 1895.
147	3327	City Flag adopted 6/15/04; Ordinance 8/22/29.
141	3300	City Government, Chapter on.
141	3301	Beginning of, 5/1/54.
144	3311	Commission Government adopted 5/14/12.
144	3312	Commission Election, 1st, 7/9/12.
145	3313	2nd, 5/19/16
145	3314	3rd, 5/11/20.
145	3315	4th, 5/13/24.
145	3316	5th, 5/15/28.
145	3317	6th, 5/10/32.
145	3318	7th, 5/12/36.
146	3319	8th, 5/14/40.
146	3320	9th, 5/9/44.
146	3321	10th, 5/11/48.
160	3332	11th Commission Election, 1952.
141	3302	Council, 1st business meeting 9/7/54.
142	3304	City Hall, 1st, op., 11/8/75; burned 8/17/93.
143	3305	City Hall, present, opened 8/8/01.
143	3306	City Hall Annex bought 3/8/18.
151	3407	"City" Heat start 3/17/03.
146	3323	City Luxury Tax, 1st, in effect 5/28/45. Stopped 6/17/46. 2nd, in effect 6/15/47.
143	3309	City Mayors, chronological list, 1854-1950.
144	3310	Portraits of, on exhibition.
143	3307	City Money (Shinplasters) issued 1862.
142	3303	City Offices.
143	3308	Public Safety Dept.
147	3325	Seal, 1st, 12/11/55.
148	3328	Seal, present, adopted 2/1/97.
167	3955	City Script, 1933.
34	600	Coast Guard, Chapter on.
34	604	Base, present, dedicated 8/4/41.
34	602	Boat House, 1st, 1849.
34	603	Life Saving Station, 1st, 1878.
34	601	Lookout for Ships started 1849.
34	606	Lookout Captain, Ryan Adams, 1849.
34	605	Lookout Tower, present, opened 2/16/35.
12	46	Comfort Stations on Boardwalk, 1st, 5/12/02.
151	3406	Cooling Company, A. C., franchise 11/14/94. Voluntary bankrupt 5/2/07.
		County Buildings, site of, in Mays Landing, given County by Samuel Richards 5/25/1838.
46	3912	County Court, 1st, held 2/7/1837.
45	3910	Daylight Saving, 1st ordinance for, 6/5/21. 1st used in World War I, 4/1/18.
153	3931	Dim-Out, start 3/19/42.
137	3200	Disasters, Land, Chapter on.
138	3203	Casino Collapse, Baltic Ave., 7/10/95.
138	3205	Florida Ave. Baths, collapse 8/31/40.
138	3202	Hurricane of 1889, 9/9/89.
139	3206	Hurricane Damage, 1944, 9/14/44.
137	3200	Nellie Bly, N. Y. to A. C.; near Bordentown, 20 killed, 50 inj., 2/21/01; Delair, 3 killed, 30 inj., 4/8/26; Delair, 14 killed, 5/25/43.
137	3201	"October Gale of 1878", 10/23/78.
139	3208	Railroad Wreck, Meadow, 7/30/96.
139	3207	St. Ann's, at Mays Landing, 8/11/80.
139	3209	Thoroughfare (Electric Train) 10 /28/06.

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		Winslow (Reading) 11 killed, 7/3/22.
138	3204	"Tornado of 1912", 7/21/12.
133	3100	Disasters, Marine, Chapter on.
133	3100	Major since 1900.
133	3102	Cherokee Rescue, 1/14/06.
134	3103	First Attempt at Cherokee Rescue.
134	3104	Mark Casto's Famous Deed.
135	3106-10	Other Marine Disasters.
140	3949	Other Marine Disasters.
140	3952	Other Marine Disasters.
140	3210	Southeaster of 1950, 11/25/50.
		District Court, A. C., open in Police bldg., July, 1924, (See Officials, City).
127	3008	Drainage Canal, Baltic Ave., open 1912.
157	3705	Dredging, 1st by Suction Pump, 9/8/91.
9	35	Easements, Boardwalk, signed 4/30/96.
11	43	Easter Parade, Boardwalk, 1st, 4/16/76.
144	3312	Elections, Commission 3312 to 3321.
146	3322	Election Comparisons.
82	1812	Election, First City, 5/1/54.
46	3916	Election Registration, permanent, 1927.
117	2726	Electrical Bureau, open 7/5/22.
		Organized 1892 by Dahlgren Albertson.
12	45	Electric Fountain given city 10/21/29.
6	23	Electric Lights on Boardwalk, 1st, 6/1/83.
		Electric Lights on Broadway, N. Y., 12/20/80.
150	3404	Electric Lights, 1st in city, 7/22/82.
12	45	Electric Light, Golden Jubilee 10/21/29.
150	3404	Electric Lights, incandescent, 7/15/86.
151	3404	Electric Motor, 1st here, 3/15/88.
		Electric Moving Sign, 1st on Boardwalk, 1905.
44	1100	Elephant, Margate, Chapter on.
45	1104	Damaged by Storm 10/10/03.
44	1103	Dimensions of.
44	1101	Margate, built 1882.
44	1102	Origin of.
45	1105	Ownership of.
		Patented by James V. Lafferty 4/25/83.
31	400	Erosion, Chapter on.
31	404	Accretion Land Suits 9/8/80.
50	408	Brigantine Jetty.
		Sand Pumping.
31	401	Early Problem 2/16/63.
32	405	Emergency Committee apptd., 3/29/47.
31	403	Halted by Jetties, about 1870.
32	406	Jetties, Recent, 1945-49.
32	405	Recent Erosion.
32	407	Sand Pumping, 1948.
31	402	Sea Takes 20 Blocks 1860-1870.
99	2200	Excursion Houses, Chapter on.
52	1304	Amusements at, 1869.
99	2201	First, National Hotel, 1857.
99	2205	Lafayette, 1878.
99	2204	Narrow Gauge, open 8/25/77.
99	2202	Sea View, 1st, open 6/21/69.
99	2203	Sea View, 2nd, open 6/22/89.
100	2206	West Jersey, open 6/16/80.
167	3966	Fattest Man in City.
156	3701	Ferries.
55	1313	"Ferris" Wheel, 1893.
54	1311	Forrester's Epicycloidal, 1872.

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54	1312	Somers' Observation Roundabout, 1891.
101	2300	Fires on Boardwalk, Chapter on.
101	2303	Fire Company on Boardwalk, 2/21/95.
125	3002	1st in City, 12/3/74.
101	2301	Fire, 1st on Boardwalk, 4/26/87.
128	3010	Fire Bureaus and Stations.
101	2302	Great Fire of 1902, 4/3/02.
102	2306	List of, 2306 to 2336.
104	2337	Losses.
101	2304	Protection, High Pressure, 1918.
102	2305	Sea Water NOT Used.
133	3100	Ship Fires (Marine Disasters).
125	3000	Fires, City, Chapter on.
127	3007	Alarm System, Electric, start 6/18/89.
129	3013	Alarm Loud Speakers in Stations, 1944.
132	3059	Alarm Wiring Underground 12/15/06.
132-A	3072	Apparatus Built by City.
154	3607	Apparatus, 1st Motorized, 1913.
126	3005	Baltimore, Volunteers at, 2/8/04.
132-B	3941	Chiefs.
126	3006	City Hall, 1st, burned 8/17/93.
132	3058	City Pumping Station, 12/23/09.
125	3002	Company, 1st Volunteer, 12/3/74.
126	3004	Department, Paid, org., 4/4/04.
126	3003	Dept., Volunteer, org., 8/25/84.
132	3056	Drill School, built 1923.
132-A	3074	Engine Pumped City Supply.
128	3011	Fighting Facilities.
132-B	3947	Fire Truck, First Motor.
129	3014	List, Chronological, 3014 to 3053.
104	2337	Losses.
105	2341	Loss of Life in Season, None.
185	3992	Loss of Life in, 9/15/52.
125	3001	Loss of Life in.
132-B	3946	"Move-Up" System.
132-B	3977	Oldest in Firemen Service.
128	3012	Prevention Bureau start 12/1/38.
		Prevention Week always includes anniversary date of Chicago Fire Oct. 8-11, 1871.
127	3008	Protection by Drainage Canal.
101	2304	Protection by High Pressure System.
128	3013	Radio Used at, 1st, 5/3/39.
129	3013	Radio Use in Cars and Helmets.
132-B	3742	Reserve Organization.
133	3100	Ship Fires (Marine Disasters).
132	3055	Steam Engine, 1st, 6/3/78.
131	3054	Total Figures.
126	3003	Volunteer Companies Organized.
127	3009	Water Pumpage at.
127	3008	Water Supply for.
24	3925	Fish, Five Million Pounds.
132-A	3073	Whistles, Fire.
79	1800	Founding of City, Chapter on. Camden and Atlantic Land Co., developer of most of Atlantic City and Ventnor, incorp. 3/10/53.
83	1817	City Area.
82	1813	City Council, 1st meeting, 9/7/54.
83	1815	City Limits: Jackson Ave., 4/2/69; to Jonathan's Thoroughfare, 3/29/17; original, Iowa Ave.
80	1804	"Father of A. C." (Born Oct. 29, 1797).
82	1811	Founders of City.
80	1803	Hotel, 1st, 1838.

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82	1809	1st Commercial, 1853.
82	1810	Houses in 1850.
82	1812	Incorporation of City 3/3/54.
80	1802	Land Purchase, 1st, 1/7/04.
81	1807	Laying Out City, Map, 12/25/52.
79	1801	Leeds, Jeremiah, 1st Settler, born 3/4/1754.
81	1808	Name Origin, 1/15/53.
80	1804	Pitney, Jonathan, "Father of A. C."
81	1805	Railroad, Camden & Atlantic, org., 6/24/52.
81	1806	Railroad, Charter of 1st, 3/19/52.
82	1814	Scrip Issue, 1st, 2/15/56.
79	1801	Settlement, 1st Permanent, 1783.
83	1818	Suburbs (Ventnor, Margate, Longport).
83	1816	Wards: Two, 7/27/81; Four, 1/6-14/91.
52	1305	Gardens, Beer, Concert.
149	3401	Gas 1st Used 6/15/78.
		Gold, Albert, chitf city photographer, started taking pictures on Boardwalk in 1921 Pageant.
		Great Island, City buys 244.53 acres, 11/20/89.
52	1303	Hall, 1st Public, 1869.
67	1435	Harding Highway named for Pres. Warren G. Harding, who came to A. C. on that road 5/12/22.
59	1400	Highways, Chapter on (See Streets).
63	1416	Absecon Blvd., open 12/15/19; paved 8/15/25.
63	1413	Albany Blvd., open 10/8/05.
66	1429	Black Horse Pike, open 11/14/31.
64	1419	Brigantine Blvd., open 4/12/25.
65	1426	Delilah Road cut-off, open 5/20/39.
67	1435	Harding Highway named 5/12/22.
65	1422	Lighting, 1st, 8/2/06.
65	1427	Longport-Ocean City Blvd. open 10/5/28.
63	1415	Longport-Somers Point Blvd. open 11/4/16.
64	1418	Margate-Northfield Blvd. open 8/1/30.
63	1413	"Meadow" Blvd. open 10/8/05.
63	1413	Pleasantville-A. C. Blvd. open 10/8/05.
62	1412	Pleasantville-A. C. Turnpike open about 1870.
67	1433	Somers Point-Ocean City Blvd. open 1914.
62	1412	Turnpike, Old, open about 1870.
66	1428	White Horse Pike started 1/27/54.
		Taken over by State 1893; paved 6/29/21.
		Historical Museum, County, dedicated 9/26/42.
		Historical Society, County, org., 7/23/13.
		Horse Show, A. C., 1st, 7/13-15/99.
167	3975	Historical Museum, County.
23	214	Horses, Driving, on beach.
23	213	Horses, Riding, on beach.
109	2600	Hospitals, Chapter on.
110	2603	Atlantic City Hospital, open 11/30/98.
111	2607	Betty Bacharach Home, est. 5/11/26.
110	2606	Children's Seashore, open 1872.
109	2601	City, 1st, 1894.
110	2605	England General, open 8/15/43 - 7/2/46.
110	2604	Municipal, open 10/1/08.
109	2602	Rochford Sanitarium, open 1894.
47	1200	Hotel Life, Chapter on.
47	1202	Beachfront, None at First.
48	1209	Beachfront Name, Oldest, 1860.
47	1203	Boardwalk, 1st, about 1880.
48	1208	Business (also 1206).
52	1302	Center of Life.
82	1809	Commercial, 1st, 1853.

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50	3939	First Big Hotel Downbeach.
47	1203	First on Boardwalk, about 1880.
49	1210	First Brick, on Boardwalk open 6/27/99.
49	1211	First Fireproof, open 7/2/04.
47	1201	First at Incorp. of City.
80	1802	First in the Island, open 1838.
50	1215	First over 100 Feet High, 1875.
47	1205	First open (Boardwalk) Year-Around, 1876.
48	1206	Number of.
49	1214	Orchestra, 1st, 1880.
48	1207	Rooms, Number of.
118	2732	Housing Projects (under Buildings).
138	3202	Hurricane of 1889, 9/9/89.
139	3206	Hurricane of 1944, damage from, 9/14/44.
46	3913	Indian Deed to Atlantic City, 9/10/1677.
61	1411	Indian Trails.
45	3908	Industry, 1st in City, 1816.
31	400	Jetties (under Erosion).
118	2731	Jewish Community Center open Jan., 1927.
73	1600	Jitneys, Chapter on.
73	1603	Cause Trolley Receivership 11/25/15.
74	1607	Coach Style, start 6/28/47.
74	1606	Fares to 10 Cents 5/17/20.
73	1601	First Regular Line start 3/15/15.
74	1608	Increase load to 10 passengers, 5/21/52.
73	1605	On Pacific Ave., start 5/4/17.
73	1604	Regulation of.
73	1602	Service.
		Land Company, 1st to Develop City, org. 3/10/53.
77	3933	Latitude and Longitude of Atlantic City.
106	2400	Libraries, Chapter on.
106	2404	Atlantic City Free Public open 1/1/05.
106	2406	Carnegie Donation for, 1/22/03.
111	3957	County Library opened 1926.
106	2404	Open in City Hall 4/29/02.
106	2401	Free, 1st, 5/20/91.
106	2402	Free, 2nd.
106	2405	Original Building open 1/1/03.
106	2405	Site Purchased 12/1/02.
106	2403	Women's Research Club, open 1/31/00.
33	500	Lighthouse, Chapter on.
33	504	Deeded to City 8/10/46.
33	502	Facts about.
50	3974	Keepers.
33	505	Light Blocked by Hotels.
33	501	Opened 1/15/57.
33	504	Painted by City 1948.
33	503	On Steel Tower 6/9/33.
14	56	Longport, Boardwalk
70	1504	Electric Trolley Cars to, 6/15/93.
84	1821	Incorporation of Borough 3/7/98.
146	3323	Luxury Tax, 1st, 5/28/45; 2nd, 6/3/47.
185	3991	Luxury Tax Grand Total, 7/31/52.
23	212	Mackintosh Law, 1st, 5/28/07.
45	3909	Map of A. C., Relief, 1860.
81	1807	Map, 1st Street, of City, 12/25/52.
13	52	Margate, Boardwalk.
84	1820	Margate, Inc. as South Atlantic City 8/4/85; Name Changed to Margate 4/20/09.
44	1100	Margate Elephant built 1882.
84	1820	Margate's 1st Mayor died at 105, 8/9/35.
156	3700	Marine Transportation, Chapter on.

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157	3707	Boat, Electric, 6/14/91.
157	3708	Boat, Freight.
156	3705	Boathouse, 1st Commercial, 1856.
157	3705	Boathouse, Fenton & Leeds, 1891.
		City Docks at Rhode Island Ave. created Tues., Apr. 4, 1916; Maryland Ave., Thurs., Mar. 9, 1916.
157	3707	Electric Boat Experiments.
155	3971	Ferry Boats.
156	3701	Ferries.
156	3702	Ferry, Longport-Ocean City, 6/18/94.
156	3704	Ice by Vessel Load.
157	3706	Motorboats, 1st, about 1890.
157	3708	Passenger.
156	3703	Produce Boats.
46	3918	Market, Municipal Poultry.
46	3914	Market, Municipal Produce.
115	2714	Masonic Temple dedicated 12/10/27.
143	3309	Mayors of Atlantic City, 1854-1950. C. S. Leeds resigned 5/26/56; succeeded by Rich- ard Hackett. D. W. Belisle resigned 7/5/68, suc- ceeded by Lemuel Eldridge. C. D. White succeeded Harry Bacharach 7/17/35. (Joseph A. Paxson suc- ceeded A. M. Ruffu as Finance Director 2/3/27. See 145 3315. William F. Casey succeeded Robert L. Warke as Director of Streets 3/22/34. See 145 3317.)
46	3911	Mayor, 1st Woman in New Jersey, 5/11/25.
121	2900	Memorials, Chapter on.
121	2901	All Wars, Maryland and Pacific, ded. 4/24/24.
121	2902	1510 Adriatic, ded. 8/18/25.
122	2907	Cemeteries, None on Island.
123	2912	Chestnut Neck Mon., dedicated 10/5/11.
123	2909	Dog Plaque ("Rags") on Station ded. 10/18/41.
122	2908	Fort Clark Plaque.
122	2905	Founding Mon., Columbus Plaza, Oct., 1945.
121	2903	Greek Temple 1923; Statue, 1929.
123	2911	Harold Brown Park, ded., 10/14/45.
122	2906	Mercer Memorial Home founded 1878; present building open 8/16/84.
123	2910	Motley Field given to City 8/25/46.
122	2904	Soldier's and Sailor's Mon., ded. 4/9/17.
35	703	Mercantile Ordinance, 1st, 6/1/91.
56	1318	Merry-Go-Rounds, also 1319, 1320.
30	3900	Miscellany starts; scattered through book.
41	1000	"Miss America" Pageant, Chapter on.
42	1009	"Misses America" 1921-1952.
185	3990	"Miss America" 1953.
43	1010	"Misses Atlantic City" 1921-1952.
41	1005	Beauty Pageant, 1st, 9/6-7/21.
41	1003	Beauty Queen, 1st, 5/25/14.
42	1008	Blondes not Preferred.
41	1002	Carnival, 1st A. C., 5/25/14.
42	1007	Entrants.
41	1001	Floral Parade.
41	1004	International Rolling Chair Parade 9/25/20.
42	1006	Newspapers Sponsor.
143	3307	Money, Paper, Issued by City 1862.
117	2723	Moore Tract (West Side) open 1897.
66	1431	Morris, Dan'l, 1st City Surveyor 1855.
114	2711	Morris Guards org. 8/12/87.

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57	1321	Motion Pictures, 1st here 1897.
57	1323	1st Theatre on Boardwalk, 1908.
57	1324	1st Theatre in City, 1908.
57	1322	On Piers.
58	1326	Talking, behind Screen.
58	1325	Talking, Synchronized, 1913; regular, 1926.
113	2702	Newspaper Office, 1st Brick, 1875.
40	3906	Newspapers, 1st Daily, 6/17/72.
78	3935	Nineteen, Fifty-four Association 4/14/48.
114	2713	Odd Fellows Hall open 1892.
164		Officials, City Cashiers.
164		City Clerks.
163		County.
164		County Clerks.
164		County Surrogates.
164		District Court Clerks.
164		District Court Judges.
163		Sheriffs.
164		City Engineers since 1900.
164		Chiefs City Electrical Bureau.
162		Parks and Public Property Officials.
161		Public Affairs Dept. Officials.
162		Public Safety Dept. Officials.
161		Revenue and Finance Dept. Officials.
163		Streets and Public Improvement Officials.
164		Supt. Water Dept., since 1895.
76	1705	Pan-American Air Congress 5/2-31/19.
87	1914	Parking Meters start 8/2/37.
87	1914	Total take to 1950, incl. fines 2-Nickel type start on Atl. Ave. 7/15/48.
119	2800	Parks, Chapter on.
119	2801	Carrere & Hastings Plan for.
119	2803	Brighton given to city 9/29/79.
12	44	Brighton Donors.
119	2802	Chelsea (Memorial) purch. auth. 3/28/10.
120	2804	Columbus Plaza, dedicated 10/12/37.
123	2911	Harold Brown Memorial ded. 10/14/45.
120	2806	Inlet, Ordinance to buy, 7/11/11.
121	2807	Massachusetts Ave., acquired 8/8/44.
119	2802	Memorial (Chelsea) purch. auth. 3/28/10.
123	2910	Motley Field given to City 8/25/46.
120	2805	Sovereign Ave., bought 4/11/10.
23	215	Peddling on Beach, 1884.
117	2724	Penrose Tract (Dr. R. A. F. Penrose) op. 1897.
15	100	Piers, Chapter on.
16	103	Applegate open 6/1/84.
18	110	Auditorium (Steeplechase) op. 8/25/99.
18	108	Central open 1922.
18	108	Destroyed by Fire 1/26/29.
15	101	First (West Jersey) open 7/16/80.
19	112	Garden open 7/19/13. Plans for Amusement Park 8/3/49. Demolition start 11/2/49.
17	105	Heinz open 1898.
16	102	Howard open 7/12/82.
16	104	Iron (later Heinz) open 4/25/86.
18	109	Million Dollar open 7/26/06.
19	113	Restrictions on Piers.
17	106	Steel open 7/18/98.
19	111	Steeplechase open 1902.

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104	2328	Destroyed by Fire 2/14/32. Submarine Elevator op. by Harry Riley on Youngs, 8/27/03.
20	114	Ventnor Municipal open 9/10/27.
104	2331	Damaged by Fire 8/1/40.
17	107	Young's open 1891.
103	2314	Destroyed by Fire 3/29/12.
104	2323	Fire (as Central Pier) 1/26/29.
20	116	Trolley Car on, 1893-99.
12	47	Pigeons on Boardwalk before 1900.
46	3915	Pile Driving, 1st Hydraulic, 9/1/83.
118	2732	Pitney Village open 4/1/41.
85	1905	Police Accident Bureau open 1/21/22.
160	3944	Police Auxiliary.
25	301	Beach, 1st, 1855. See also 28 315.
13	50	Boardwalk, 1st, 5/5/73.
86	1910	Cars (Radio) start 8/18/34.
132-B	3941	Police Chiefs.
87	1912	Headquarters open Jan. 1924.
86	1911	Motorcycle Radio start 1937.
86	1909	Teletype start 9/21/31.
160	3973	Population of A. C., 1860-1950.
167	3924	Post Cards, Picture, 1st, 1893.
107	2500	Post Office, Chapter on. Air Mail to New York, 1st, 7/10/31.
112	3936	Atlantic City Post Offices.
107	2502	Building erected for, 1st, open 5/16/97.
107	2503	Building Government-owned, 1st, 8/13/05.
109	2511	Building, Present, open 2/22/37.
108	2508	Chelsea Branch in Use 6/15/09 - 2/2/37.
109	2510	County, 1st, Somers Point, 1/1/1806.
107	2501	First in Atlantic City open 6/27/54.
108	2509	Longport open 8/4/84. Mail Collected by Automobile, 1st, 1910.
108	2505	Mail Delivery, 1st Official, 7/1/87.
107	2504	Mail Delivery, 1st Private, 7/7/84.
109	2513	Margate open 6/21/49.
124	2514	Margate, 1st, 1889-1909.
107	2504	Penny Post, Private, 1st 7/7/84.
108	2506	Robbery 8/7/88.
112	3978	Post Office Service.
108	2507	Ventnor Branch open Apr. 1918.
109	2512	Ventnor, Original, open 1896.
158	3800	Racing, Chapter on.
158	3803	Atlantic City Track open 7/22/46.
158	3805	Amatol Speedway (Auto) open 5/1/26.
23	214	Autos on Beach 9/4-6/05 and 9/3-5/06.
159	3806	Bicycle, 1st, 5/30/02.
159	3807	Dog, Auditorium, 5/28 to 9/9/34.
159	3807	Tennessee and Blvd. 7/16 to 8/1/27.
158	3802	Harness Track proposed 12/7/03.
159	3808	Indianapolis Winner.
159	3809	Horse Show, 1st, 7/13-15/99.
159	3806	Motorcycle on Beach 5/25-30/14. Pedestrian, James A. Cathcart made world record at Madison Square Garden, 621 miles, 132 yards in six days, 2/11/88.
158	3801	Turf Association organized 1885.
86	1911	Radio, Local Inventions. Also 129 3013. Radio, No Broadcasting, beach or surf 7/7/30.
128	3013	Radio Use at Fires, 1st, 5/3/39.

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		Radio, WPG Municipal Station on Air 1/4/25; in Auditorium 7/28/29; Sold to Andre Bulova 1/20/40; Towers pulled down 1/11/40.
123	2909	"Rags", Dog, Plaque, ded. 10/18/41.
95	2100	Railroads, Chapter on.
98	2114	Blue Comet Trains 2/21/29 to 9/28/41.
98	2111	Brigantine 1890 to 1903.
98	2112	Broad St. Station, Phila., open 12/5/81.
95	2101	Camden & Atlantic, org., 6/24/52.
95	2101	Charter, 1st, 3/19/52.
98	2112	Delaware River Bridge Trains, 1st, 4/19/95.
97	2107	Electric 3rd Rail open 9/28/06; abandoned 9/28/31; 3rd Rail removed, 1932; Station on Tennessee Ave. demolished 5/12/49; use of 3rd rail in South Jersey ends 1949.
100	2119	Electric Station demolished.
100	3927	First Continuous Railroad service.
100	2120	First Diesel Engine used here.
95	2101	First into A. C., Camden and Atlantic.
96	2103	First Station open 7/1/54.
96	2101	First Train into A. C., 7/1/54.
96	2102	First Regular Train here 7/4/54.
98	2113	To Inlet 1854-1884.
98	2110	To Longport, 1st 8/31/84.
96	2105	Narrow Gauge open 7/25/77; Sold to Reading 1883.
97	2108	Pennsylvania-Reading Seashore Lines created by merger of Penna. and Reading routes in South Jersey, 6/23/33. West Jersey and Seashore property leased to P-R. S. L. for 999 years 6/23/33.
100	2115	Railroad Permits.
96	2105	Second, into A. C. open 7/25/77.
96	2104	South Carolina Ave. Station open 7/1/76; closed 9/29/34; demolished 1934.
97	2106	Third, into A. C., open 7/16/80.
97	2109	Track Laying on Atlantic Ave. start 5/27/54. Union Station, 1st train out, 9/30/34; dedicated 10/24/34; plaque on front wall in memory of dog "Rags" dedicated 10/18/41.
97	2106	West Jersey & Atlantic open 7/16/80; secured con- trol of Camden & Atlantic 2/2/83; merged with C. & A. into W. J. and S. R. R. 5/4/96.
151	3406	Refrigeration by Street Mains started by A. C. Cooling Co. 11/14/94; ended 5/2/07.
46	3916	Registration, Permanent, start 1/1/27.
38	805	Rendezvous Park, open 5/28/21; closed 1924.
81	1805	Richards, Samuel (Nephew) 1818-1895. Richards, Samuel (Uncle), proprietor Weymouth Iron Works, gave land for County buildings, Mays Landing, 5/25/1838; 1769-1849.
61	1410	Road, 1st in County, laid out 1716.
113	2701	Ryan Cottage built 1854.
77	1709	Rocket Glider, 1st, 6/4/31.
35	700	Rolling Chairs, Chapter on.
36	705	Banished from Boardwalk 4/11 - 7/17/05.
35	701	Demand by Public for, 1886.
36	707	Electric 1st allowed 7/22/48.
35	702	"Father" of, William Hayday, 1887.
35	702	First on Boardwalk 1887.
35	704	Licenses. Also 36 706; and 35 703.

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36	3965	Operated Against Traffic.
35	703	Regulation of. Also 36 705.
11	40	Runways for, 8/27/14.
88	3919	Used at Centennial, 1876.
38	900	Salt Water Taffy, Chapter on.
39	906	A Big Business.
38	901	Name Originated 1883.
39	903	Name, Type.
38	902	Origin of, 1883.
39	904	The "Original".
39	905	Salt Water, None in It.
46	3917	Sand Artists start 1897; stopped 1944.
3	7	Sand, Mountains of (Dunes).
2	6	"Sand in Your Shoes". Also 2 4.
32	407	Sand Pumping on Beach, 1948.
117	2727	School, A. C. High, dedicated 9/22/23. School Administration Bldg. op., 9/30/28.
160	3979	Schools, Board of Education.
40	3905	First Building erected 1862.
40	3905	First in City, 1836.
40	3905	First High School Class 1879.
40	3905	First Free Public 1858.
117	2728	Junior High dedicated 9/14/01. Pennsylvania and Arctic first built 1862; New Jersey 1879; Indiana, 1879; Texas, 1883.
116	2720	Sea Level Heights (Bench Marks).
147	3325	Seal, City, 1st 12/11/55.
147	3328	Seal, City, Present 2/1/97.
14	54	Seals, State, on Boardwalk, 1940-41.
62	1412	"Self-Track-Laying Car" Tractor.
151	3405	Sewerage, 1st, 11/12/84.
151	3405	Sewerage, Atlantic City Co., 12/30/05.
133	3100	Ship Fires and Wrecks (Disaster, Marine).
53	1307	Ships, Stranded, admission charged to.
140	3954	Asenath Shaw.
53	1307	Robert Morgan, 1/9/84.
53	1307	Whaler Stafford, 6/2/90.
71	1510	"Shore Fast Line" Trolleys to Somers Point 8/25/06; Ocean City 7/1/07; Buses succeed 1/18/48.
19	111	Sousa's Band, Auditorium Pier, 1902; Sousa born 11/6/54; married Jane Bellis, 1880.
77	1713	Stadium, Municipal, open 10/22/48.
89	2000	Storms (Weather Records). See also 133 3100; 137 3200; 53 1307; 98 2111; Half of Longport eroded by storms 1900-1916.
53	1307	Stranded Vessels (See Ships, Stranded).
69	1500	Street Cars, Electric Trolleys; Buses.
72	1511	A. C. Transportation Co. start 4/16/45.
71	1510	A. C. and Shore Railroad (Shore Fast).
70	1506	Brigantine 1893 to 1903.
70	1503	Buses to Beach 8/5/91.
71	1508	Carettes 6/15/95.
71	1509	Cross-Town to Venice Park 7/4/04; Buses to Venice and Bungalow Parks, 1928; last shuttle car South Carolina Ave., 1926.
70	1504	Electric Trolleys start 4/24/89; fares to 7c 7/2/20; to 10c 2/29/48.
70	1505	First in New Jersey 4/24/89. First in Philadelphia 12/12/92.
71	1507	Florida Ave. Line (Atlantic and Suburban) open 10/22/03; closed 3/31/29.

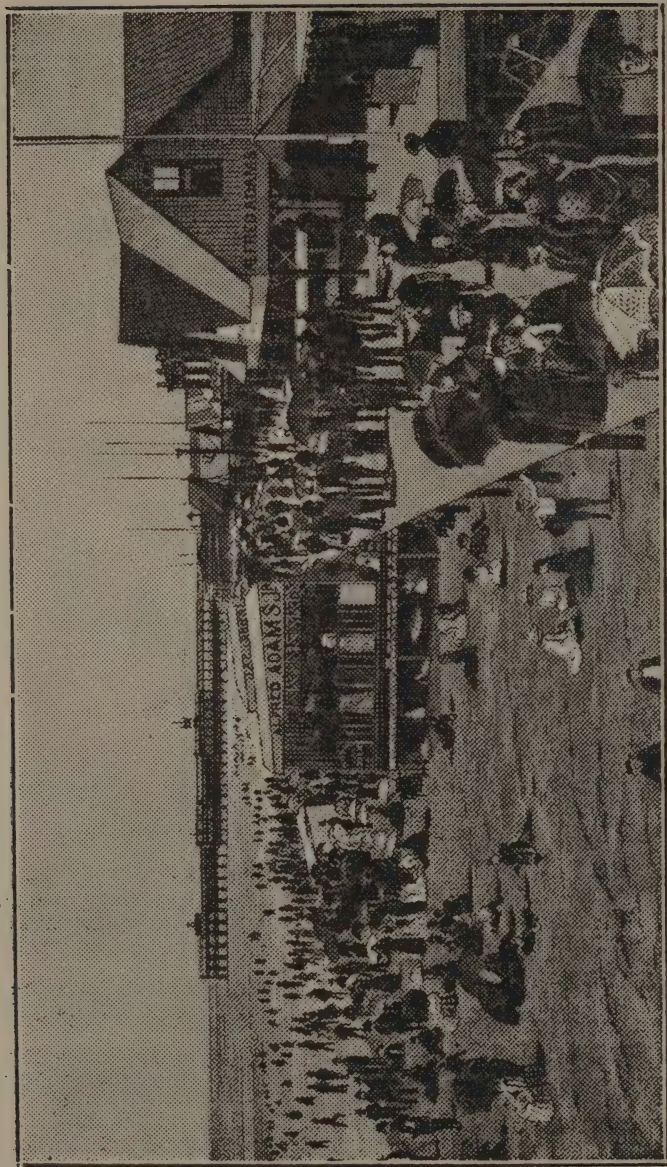
Page	Par.	
70	1501	Horse and Mule Cars 1865.
70	1502	Hotel Mule Cars to Beach 1870-80.
70	1504	Longport, to, 6/15/93.
72	1514	Longport All-Night Service, 5/31/13.
71	1510	"Shore Fast Line", Suburban Buses 1/18/48. Trolley cars to Somers Point 8/25/06; Ocean City 7/1/07; O. C. Boardwalk 4/17/08; A. C. Transportation Co. 4/16/45.
72	1512	Streamliners start 7/19/40; Fort Wayne 2nd-hand trolleys 6/26/46; old cars long in use built 1917 for Hog Island.
71	1507	"Suburban Line", (Florida Ave.) Absecon branch discontinued 1925.
24	3928	Swimming Pools.
73	1603	Trolley Line, local, in receivership on account of jitneys 11/25/15 to 6/27/21.
59	1400	Streets, Chapter on. See Highways.
67	1438	Absecon Boulevard mapped. Absecon Blvd. made dual highway 3/15/50. Absecon Blvd. vapor lamps installed 5/24/50.
63	1413	Albany Ave. Blvd. open 10/8/05; street widened in city to 135 ft., 1910; present bridge opened 5/28/28; pontoon bridge 1/25/27. Albany Ave. Blvd. is part of Harding Highway - Not Black Horse Pike.
61	1409	Atlantic Ave., Bend in, made 1884.
67	1439	Signs on Atlantic Ave., New, 12/13/50.
65	1423	Bacharach Blvd., dedicated 10/24/35.
60	1404	Block Lengths.
64	1419	Brigantine Blvd. open 4/12/25; see 135 3109 for bridge crashes.
64	1421	Brigantine-Tuckerton Cut-Off.
65	1424	Chelsea Parkway, open 1910; named 11/19/13; 235 ft. wide, Boston, 157 ft., Albany.
165		Cross-streets Guide.
166		Longitudinal Avenues.
166		Venice Park Streets.
61	1411	Indian Trails.
65	1422	Lighting on Highways, 1st, 8/2/06.
30	3900	Light Standards, Atlantic Ave., 1914.
63	1414	Longport, 1st Road to, open 6/14/00.
45	3909	First Relief Map of City.
59	1401	Map of Streets, 1st, 12/25/52.
60	1405	Names. Also 60 1406.
61	1408	Numbers given 11/25/79. Also 67 1437.
60	1403	Orientation of.
65	1425	Paving, 1st, South Carolina Ave., Atl. to Arctic 1/14/90; Tennessee, Atl. to railroad (Bacharach Blvd.), 9/23/01; Tennessee, Atl. to Pac. (wood block) 7/28/06.
65	1425	Paving, Atlantic Ave., begun 4/4/07.
65	1425	Celebration of, 10/12/07.
65	1425	Pacific Ave., begun 5/24/06.
66	1432	States Ave., 1948.
66	1430	Paving, Sidewalk, 1st with cement, Arctic at Georgia 8/15/93. Road, Port Republic-Somers Point laid out 3/15/1731.
61	1410	Road, First in County.
66	1432	States Ave., opened 6/16/90; paved 1948.

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63	1414	Ventnor Ave., (Longport Speedway) open 6/14/00; widened 10 ft. on each side, Albany to Jackson, start March, 1915.
83	1818	Suburbs of Atlantic City.
30	320	Sunburn, How To Get Safely.
66	1431	Surveyor, 1st City, Daniel Morris, 1855.
55	1315	Swing, Haunted, 1894.
20	115	Taft, President William H., in A. C. 7/7/11.
154	3604	Taxicabs, 1st, 1904.
155	3611	Taxicab Driver, Oldest Driver.
149	3402	Telephone, 1st in A. C., 1881. 1st exchange in world opened New Haven, Conn., 3/25/78. 1st call from A. C. to England 2/1/27 by Mrs. John J. Campbell.
160	3981	Tercentennial of N. J.
56	1317	Theatre, Air Conditioned, 1st.
88	3980	Theatre Opening Dates.
151	3408	Ship-to-Shore telephone call, 1st, 12/8/29.
160	3981	Tercentennial of New Jersey.
19	111	Tilyou, Geo. C., buys pier 1902; changes name to Steeplechase 1904.
55	1314	Towers, Revolving, 1895.
85	1900	Traffic Control, Chapter on.
85	1905	Accident Bureau open 1/2/22.
67	1440	Amber Lights Lengthened in Time, 1/31/49.
85	1903	Automatic Control of Lights start in street towers 5/29/25. Control shifted to City Hall Tower 9/15/30.
85	1901	Lights, Atlantic Ave., 8/9/23.
85	1901	Pacific Ave., 8/9/23.
85	1903	Lights Automatically Controlled.
85	1904	Light Control in City Hall Tower.
86	1908	Flashing for Fire.
86	1907	Location of.
87	1914	Parking Meters, start, 8/2/37. Two-nickel start 7/15/48; total income including fines to 1/1/50
87	1912	Police Headquarters open Jan., 1924.
86	1910	Radio Cars start 8/18/34.
86	1911	Radio on Motorcycles 1937.
87	1913	Radio furnished Military Police.
88	1916	Semaphore, First Hand Used, 1916.
87	1915	Safety Islands, first used, 9/1/21.
86	1909	Teletype start 9/21/31.
86	1906	Traffic Bureau start 6/1/46.
		Violation Tags Paid for First, 7/28/20.
69	1500	Trolley Cars (See Street Cars).
		Trolley Strikes 5/25/18 and 6/21/24.
115	2715	Tuna Club, A. C., org. 1936; old bldg. burned 12/6/46; present bldg. dedicated 7/4/48.
62	1412	Turnpike to Pleasantville open about 1870; closed 3/17/39.
58	3943	Typewriter, Mammoth, on Pier.
149	3400	Utilities, Public, Chapter on.
167	3926	Telegraph Call Letters, First.
53	1308	Vaudeville for One Cent 1908.
26	307	"Velvet-Coated Hero", Charles Clark.
116	2722	Venice Park opened 1899.
71	1509	Trolley Line 7/4/04; Bus 1928.
13	52	Ventnor Boardwalk, 1st section 5/6/05.
83	1819	Ventnor Incorporated 3/18/03.
63	1414	Ventnor Ave. open 6/14/00.
150	3403	Water, "City", start 6/19/82.

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150	3403	Water, City Department org. 8/1/95.
127	3009	Water Pumpage at Fires.
127	3008	Water Supply for Fires.
89	2000	Weather, Chapter on.
90	2002	Bureau, 1st, open 12/10/73.
94	2052	Cooling Winds of Atlantic City.
124	2053	Data, More Weather.
185	3992	Hot Days of 1952.
12	48	"No Snow on the Boardwalk".
94	2051	Predictions.
91	2008	Records 2008 to 2050.
124	2053	Records, Additional.
90	2006	Rainfall Record 4.97 ins., 2½ hrs., 8/20/48.
89	2001	Sleighting, Longest, 12/1/92 to 4/1/93.
90	2003	South Jersey.
91	2007	Temperature Extremes 2003 to 2005.
76	1707	Winter, Coldest, 1857-8.
117	2729	Wellman, Walter, att. to fly ocean 10/15/10.
132	3059	Wilson, Gov. Woodrow, here 7/10/12.
151	3404	Wires, City, underground 12/15/06.
40	3902	Other, underground 3/9/31.
40	3901	Wedding, 1st in City, 5/2/54.
167	3969	1st on Island, 12/28/42.
117	2723	Wedding, Underwater.
54	1311	West Side (Moore Tract) open 1897.
137	3200	Wheels, Ferris, 1311 to 1313.
33	501	Wrecks, Railroads. (Disasters on Land).
133	3100	Ship.
117	2729	Ship (Disasters, Marine).
118	2731	Y. M. C. A. org. 2/10/02. Present bldg. ded. by Gov.
118	2730	Woodrow Wilson 7/10/12.
		Y. M. H. A. org. 1915; Center Jan. 1927.
		Y. W. C. A., open 4/12/20; cafeteria 5/23/21; present bldg. ded. 1/4/29.
16	103	Young, John L., Also 107, 109, 1319.

ADDENDA

185	3990	"Miss America" of 1953 is Neva Jane Langley, 19, Macon, Ga. (52).
185	3991	Luxury Tax reached grand total of \$10,070,476.58 on July 31, 1952.
185	3992	Weather. The hottest July in the W. B. Records brought 11 days above 90 in official temperatures, and more than 20 days above 90 in street temperatures. On Sept. 13, street temperature was 92.
185	3993	Fire. Stanley Jackson, 26, died of suffocation and burns in house fire at Michigan and Caspian, 3:15 A. M., Sept. 15, 1952.
185	3994	Patrick J. Motley, 77, and his wife Mary, 75, died from suffocation in a fire that badly damaged their home, 3914 Ventnor Ave., at 3 A. M., Tue., Oct. 28, 1952. He had been a fireman from 1906 to 1944, and became deputy fire chief in 1931.



A view of the Third Boardwalk, 1884 to 1890, showing its lack of railings.
(From a photo by Silas F. Morse). See Nos. 28 and 29.



APR 75

N. MANCHESTER,
INDIANA



